Department of

ROADS & TRANSPORT

Annual Report 1989-90

On 17 July 1989 the Premier of Tasmania, the Hon Michael Field MHA, announced a major reorganisation of Tasmanian government agencies combining 53 departments and authorities into 18 new "super" departments. As part of that reorganisation the Department of Main Roads, the Transport Commission and the Metropolitan Transport Trust were amalgamated to form the Department of Roads and Transport. This is the first annual report of the new Department.

The Metropolitan Transport Act still requires Metro to report to Parliament independently. However, in order to give a comprehensive picture of the Department's achievements, an edited summary of the Trust's activities is incorporated in this report. This report replaces in total the reports of the Department of Main Roads and the Transport Commission.

Department of Roads and Transport
Annual Report
1989 / 90

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Hon H.N. Holgate, MHA
Minister for Roads and Transport

In accordance with the requirements of section 33AB of the the State Service Act and related regulations I enclose a copy of the Annual Report of the Department of Roads and Transport for the twelve months ending 30 June 1990.

The year was historic in that it saw the creation of the Department of Roads and Transport from the Department of Main Roads, the Transport Commission and the Metropolitan Transport Trust. Much effort was spent resolving the separation of the design and construction arms of the Department of Main Roads and amalgamating functions of all three agencies. While there are still many issues to be resolved, the existence of this combined annual report is testimony to the progress made towards complete unification of the Department.

In presenting this annual report to you as Minister for Roads and Transport, following the retirement through ill health of the previous Minister, Ken Wriedt, I would like to note the contribution to Tasmanian Transport made by Mr Wriedt and wish him an early return to good health.

Keith Drew
Secretary, Department of Roads and Transport

30 November 1990

Hon H.N. Holgate, MHA
Minister for Roads and Transport
(Mercury Photo)

THE YEAR IN REVIEW

DEPARTMENT OF ROADS AND TRANSPORT

The year saw the creation of the Department of Roads and Transport from the Department of Main Roads, the Transport Commission and Metropolitan Transport Trust. Highlights of the integration of the three agencies have been:

- the successful separation of the construction arm of the former Department of Main Roads and its integration into the Department of Construction
- the implementation of a new organisational structure based on four operational divisions and four centralised support directorates.

TT-LINE

TT-Line carried a record 246,000 passengers an increase of 14% on the previous year and also recorded significant increases in the number of vehicles carried and freight volumes. Total revenue was $50.9 million generating an operating profit of $8.27 million.

No scheduled sailings were lost during the entire 12 months.

AIR PILOT'S DISPUTE

The Department played an important role in minimising the effect on the State of the air pilot's dispute by:

- securing additional flights to and from Tasmania
- increasing the carrying capacity of Abel Tasman
- co-ordinating alternative freight arrangements for exporters of fresh produce

METROPOLITAN TRANSPORT TRUST

A reduction in the real cost of providing Metro services has been achieved. The bus replacement program is now well advanced and maintenance costs continue to fall. Combining this with a reduction in overhead costs, Metro has finished the year with a reduction in the real deficit. Over the last five years, a reduction in the real deficit of 6.8% has been achieved.

METRO BUS FLEET

Twenty nine Scania heavy rigid buses and one prototype 29 seat MAN Midi Bus were introduced into the fleet during the year. The trial of the Midi Bus was satisfactory and a fleet of some 20 Midi Buses will be acquired in lieu of normal large buses with concomitant savings in capital, fuel and maintenance costs and a reduction in wear and tear on roads. Metro is the first public transport authority in Australia to introduce midi buses.

ROADS

The Department received funding of $118.2 million for roadworks including jetties. This included $51.3 million from Federal sources. Considerable new construction and maintenance was arranged by the Department.

ROAD STRATEGY PLAN

A major initiative of the Department during the year has been the preparation of a State Road Strategy Plan. The plan which will be released for public debate on completion comprises three, five and ten year programs of work, to meet priorities identified from an objective assessment of State road needs.

Longer term funding programs arising from the Road Strategy will ensure the orderly implementation of projects and a predictable, steady flow of work for contractors and the Department of Construction.

DELORAINE BYPASS

The Deloraine Bypass was opened on 8 June 1990. Planned as long ago as the 1950s construction of the various bridgeworks ending with final roadworks took 5 years at a total cost of $19 million. The bypass opening was performed by the Federal and State ministers for Land Transport and Roads and Transport respectively and was notable for the enthusiasm displayed by the local community.

SOUTH ARM HIGHWAY (BELLERIVE BYPASS)

The first stage of the South Arm Highway linking the Tasman Highway at Morningtobn with the Rokeby Main Road at Howrah was opened by the Minister for Roads andd Transport, Hon Ken Wriedt, MHA, on 9 Dec 1989. The 4.2 km section will result in reduced traffic congestion through Cambridge Road/Clarence Street/ Rokeby Main Road.

ROAD SAFETY

During the year the Department was responsible for the release of two significant reports on the future direction of road safety initiatives in the State. "Tasmanian Road Toll Countermeasures" and "Road Safety Initiatives for Tasmania" provide the basis for long term co-ordination and development of road safety action and accident countermeasures in the State and are a milestone in Tasmanian road safety.

TRAFFIC LAW ENFORCEMENT

In conjunction with Tasmania Police the Department extended the Traffic Offence deterrence Operation to 46 programs throughout the State. The operation was devised by the Department's Manager of Accident Research and its success is confirmed by its adoption by several other States.

BICYCLE HELMETS

Surveys show that bicycle helmet usage has risen from less than 3% three years ago to over 61% for primary school age cyclists at present. During the year the Department issued 5,899 refunds to assist families purchasing bicycle helmets.

STUDENT TRANSPORT

The administration of student transport services was successfully transferred to the Department of Roads and Transport from the Department of Education and the Arts. Almost immediately upon the transfer having taken place rationalisation of school bus operations commenced. This included new equitable and cost efficient administrative arrangements and a thorough review of route service operations.

TRAFFIC ENGINEERING

The TASMAN area traffic control system, operational for several years in Hobart was extended to Launceston during the year.

VEHICLE INSPECTION AND LICENSING

The new vehicle inspection and licensing / registration centre in Burnie was opened on 21 December 1989.

THE DEPARTMENT

PHILOSOPHY

Transport touches daily every aspect of the community and every person in it. As an island state with a decentralised population the provision of adequate transport services is of the greatest importance.

Both locally and nationally transport has been identified as an important area for reform in order to achieve greater efficiency of service at lower cost and better and more equitable delivery.

The amalgamation of the Department of Main Roads, the Transport Commission and the Metropolitan Transport Trust into one corporate entity allows the Government to resolve all transport issues within a single department.

The challenge in co-ordinating all transport delivery functions within one department is to achieve those efficiencies in the delivery of transport services in the most cost effective manner possible.

ROLE

The Department of Roads and Transport has six main roles:

- to provide strategic planning and policy advice to Government
- to provide a road network appropriate to Tasmania's needs
- to maintain a register of drivers and vehicles
- to improve safety in transport
- to operate certain sea and land transport services
- to promote the concepts of social justice in transport

ORGANISATION

The job of fully linking and integrating all related functions of the three Agencies that existed prior to July 1989 is ongoing. A structure consisting of four operational divisions and four service directorates has been put in place. This will form the basis of a longer term structure and will allow administrative continuity while further reorganisation of functions takes place.

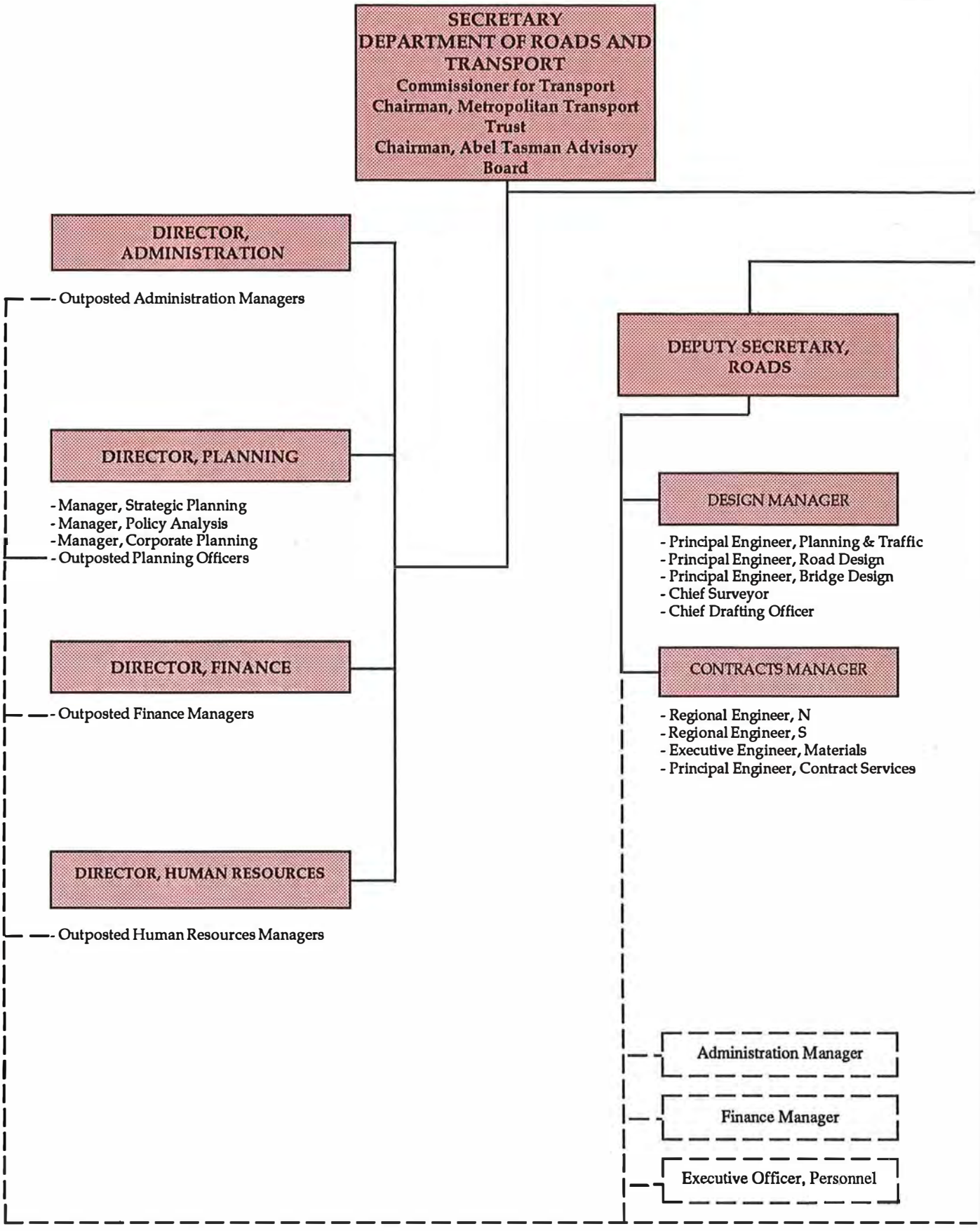
An executive group has been formed comprising the Secretary, the four divisional heads and the four directors. The task of the executive group is to undertake strategic planning for the Department of Roads and Transport and to execute its policies.

The Department of Roads and Transport will through a strategic planning process develop programmes to:

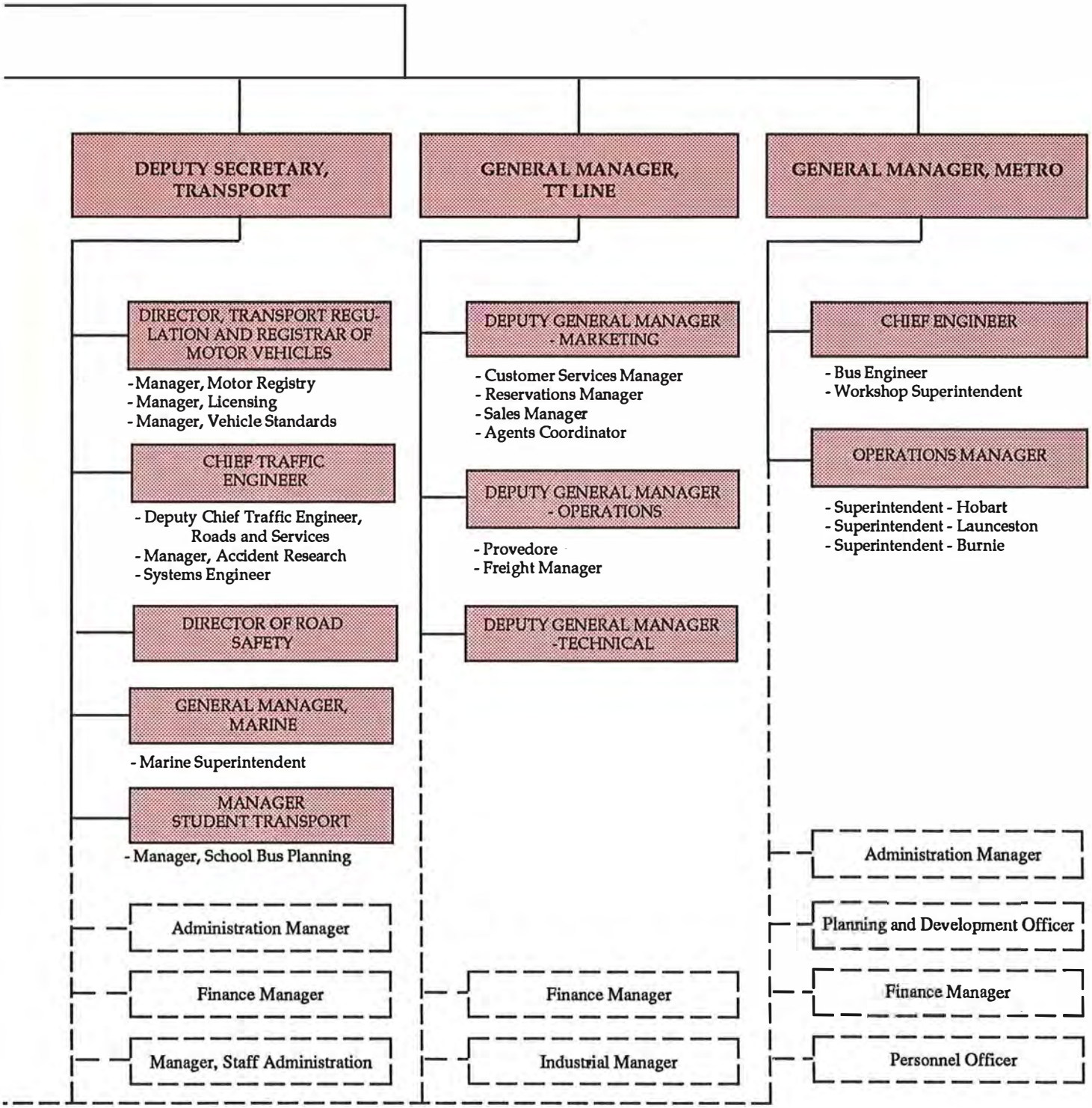
- identify transport inefficiencies
- deliver better services to the community at lower cost
- remove anomalies and inequities
- identify the costs in meeting its aims
- measure the success in achieving its objectives
- develop safety initiatives in transport

A major objective of the Department is to promote integrated management, professionalism and enthusiasm in order to provide appropriate services in an effective and efficient manner.

ORGANISATIONAL STRUCTURE



As at 30 June 1990 change was still taking place in the organisation. Some elements of the structure shown here were in the process of being put into place and did not become fully operational until early in the 1990/91 financial year. For the sake of consistency they are shown incorporated in this chart.



SENIOR PERSONNEL

Secretary, Department of Roads and Transport

- Commissioner for Transport
- Chairman, Metropolitan Transport Trust
- Chairman, Abel Tasman Advisory Board

Keith Drew

BEng (Mech), BEc

Previously General Manager, Metropolitan Transport Trust. Prior to 1984 Keith gained experience in the private sector with Civil and Civic P/L and with public transport working for the South Australian State Transport Authority.

Other areas he has worked in include sales engineering with Timken Roller Bearing Company, maintenance engineering with Mount Isa Mines and production engineering with Australian Newsprint Mills.

Deputy Secretary (Roads)

Tony Wilson

BEng, MTrEc, MIE(Aust)

Previously Deputy Director, Department of Main Roads. Tony initially spent eleven years as a consultant in transport planning, traffic engineering and project management. He also gained experience in World Bank projects in the Pacific and South East Asian region. His last 12 years have been in road planning and design in Tasmania.

Director, Administration

Brian Stuart

Previously Secretary, Transport Commission. Brian has been employed by the Transport Commission for over 38 years. He was Assistant Secretary for 8 years, Secretary for 5 years and has been in his current position since the inception of the Department of Roads and Transport in July 1989.

Director, Planning

Colin Finch

BSc(Civil Engineering), MTrEc, MICE,MIE,MCIT

Previously Director, Economic Planning and Research, Transport Tasmania. After graduating from Newcastle (UK) University Colin spent 11 years in road construction and design in England, Africa and Australia before taking up the position of Senior Transport Analyst with Transport Tasmania in 1983. Colin was appointed Director of Planning and Research in 1987 and Director, Planning in 1990.

Deputy Secretary (Transport)

Tony Peters (Acting)

DipEng, CTPC, MIE (Aust), MCIT

Previously Chief Traffic Engineer. Following cadetship with HEC Tony held positions as an engineer with the HEC and the Public Works Department. Tony moved to the Transport Commission in 1970 as Signals Engineer. He has been Chief Traffic Engineer since 1980.

General Manager, TT Line

Neil Aplin (Acting)

BEng(Civil), MSc (Eng), MCIT

Previously Acting Deputy Secretary Transport. After graduation, Neil spent 5 years with the Country Roads Board in Victoria and 5 years undertaking transport research and planning with the Federal Government in Canberra. Since moving to Tasmania in 1980 he has held the positions of Senior Transport Planner, Director of Economic Planning and Research, Abel Tasman Project Manager and Deputy Commissioner for Transport.

General Manager, METRO

Morrie Lowe (Acting)

Previously Operations Manager, METRO. Morrie has had continuous service in Tasmanian urban public transport for 42 years. Positions he has held during the last 20 years include Superintendent, Launceston (1966-1973), Launceston Manager (1973-1985), Operations Manager since October 1985 and Acting General manager since July 1989.

Director, Finance

Denzil Yaxley

AASA, MCIT

Previously Director of Finance and Data Processing, Transport Tasmania. Before taking up his position at Transport Tasmania in 1973 Denzil had twenty years experience in the shipping industry and at Electrolytic Zinc Company as a financial accountant. He occupied the position of Director Finance and Data Processing in Transport Tasmania for 17 years. He was appointed Director, Finance in 1990.

Director, Human Resources

Peter Dwyer

BA

Previously Personnel Manager, Department of Main Roads. Peter first joined the State Service in 1955. He held personnel and industrial relations positions in the Public Service Board, Housing Department (1976 - 1986) and Department of Main Roads (since 1986). Peter was appointed Director, Human Resources in 1990.

STRATEGIC DIRECTIONS

CHALLENGES

1. To develop the executive team concept for Department of Roads and Transport and the proposed management model.

2. To market the Department's vision of professionalism to employees, the Government and the public.

3. To improve the quality, efficiency, and performance of trading and non-trading activities and institute appropriate performance indicators

4. To institute the concept of "Strategic Planning Approach to Management"

5. To take a leadership role in addressing microeconomic reform issues.

OBJECTIVES

ROADS DIVISION

Objective 1: Promote public input to our activities and understanding of our role in the community.

Objective 2: Develop and apply to our planning process criteria which recognise the social impact of roads on the community.

Objective 3: Develop safety criteria aimed at making the State roads safer for all users.

Objective 4: Plan and design to reduce the impact of construction and maintenance on the environment.

Objective 5: Adopt a program which enhances the talents of our staff and relates these talents to the work to be done.

Objective 6: Develop and maintain a supportive, stimulating and safe work environment.

Objective 7: Adopt a program to encourage the application of contemporary technology in the Division.

Objective 8: Develop and trial a project management system that ensures that the works program is completed effectively and on time.

Objective 9: Apply total quality management to all the Division's activities to improve the quality of our processes and products.

Objective 10: Integrate quality assurance into all the Division's contracts for supplies and services.

Objective 11: Implement audit procedure s on all construction and maintenance works consistent with quality assurance principles.

Objective 12: Identify and act on suitable business opportunities related to our core functions as a road authority.

Objective 13: Complete the first edition of the 10 year forward road program.

Objective 14: Implement a pavement management system, and trial appropriate bridge management systems for future implementation.

TRANSPORT DIVISION

Objective 1: Implement a reorganisation of the Division on functional lines

Objective 2: Reduce administration costs of collection of taxes and charges

Objective 3: Implement Government microeconomic reform initiatives

Objective 4: Bring together in one group the disparate elements that currently address road safety within Government Departments.

Objective 5: Reorganise Departmental support services (legal, records, data processing) so as to clarify its overall place in the Department with improved services yet containment of costs.

Objective 6: Develop a human resources strategic plan.

Objective 7: Develop a functional 3 year strategic plan in finance.

Objective 8: Implement a strategic planning process to prioritise and carry out the above

TT LINE

Objective 1: Establish mechanisms to proceed with finding a replacement vessel for the Abel Tasman.

Objective 2: Improve profitability in real terms by enhancing quality of revenue and implementing cost savings.

Objective 3: Introduce competitive marketing strategies by enhancing the product.

Objective 4: Reduce costs of overheads and enhance self sufficiency.

METRO

Objective 1: Reverse the trend in declining patronage.

Objective 2: Reduce dependence upon government subsidies.

Objective 3: Enhance public image and perception.

Objective 4: Improve market competitiveness.

Objective 5: Develop an integrated urban transport policy.

Objective 6: Review Hobart northern suburbs services.

Objective 7: Fully utilise casual driver agreement.

ADMINISTRATION

Objective 1: Develop an efficient and effective Administration section for the Department.

Objective 2: Review role of legal officers and address all legislative needs - consolidate acts and regulations (where appropriate)

Objective 3: Co-ordinate a review of records management requirements for the Department and reduce duplication of paper and electronic records.

Objective 4: Establish a property register recognising properties and accommodation requirements.

Objective 5: Streamline Ministerial correspondence handling procedures.

Objective 6: Develop and co-ordinate a publicity and advertising unit for the Department.

PLANNING

Objective 1: Develop the role of the Planning Division.

Objective 2: Determine and recommend microeconomic reform initiatives.

Objective 3: Monitor and undertake waterfront reform strategies.

Objective 5: Undertake project planning for Abel Tasman Replacement.

Objective 6: Review government strategy and prepare policy on land transport issues.

Objective 7: Co-ordinate and develop the department's corporate planning requirements.

Objective 8: Develop long term strategic policies in all key areas of transport in Tasmania.

FINANCE

Objective 1: Review current financial management systems of both the Department and Divisions.

Objective 2: Improve the budgetary process.

Objective 3: Define the department's program budgeting requirements.

Objective 4: Develop incentives.

Objective 5: Develop inter-Departmental charging process.

Objective 6: Improve cash and Asset management.

Objective 7: Develop an integrated financial management information system.

Objective 8: Improve the Department's audit procedures.

Objective 9: Establish the basis for accrual accounting throughout the Department.

HUMAN RESOURCES

Objective 1: Develop an effective industrial relations service which meets operational needs.

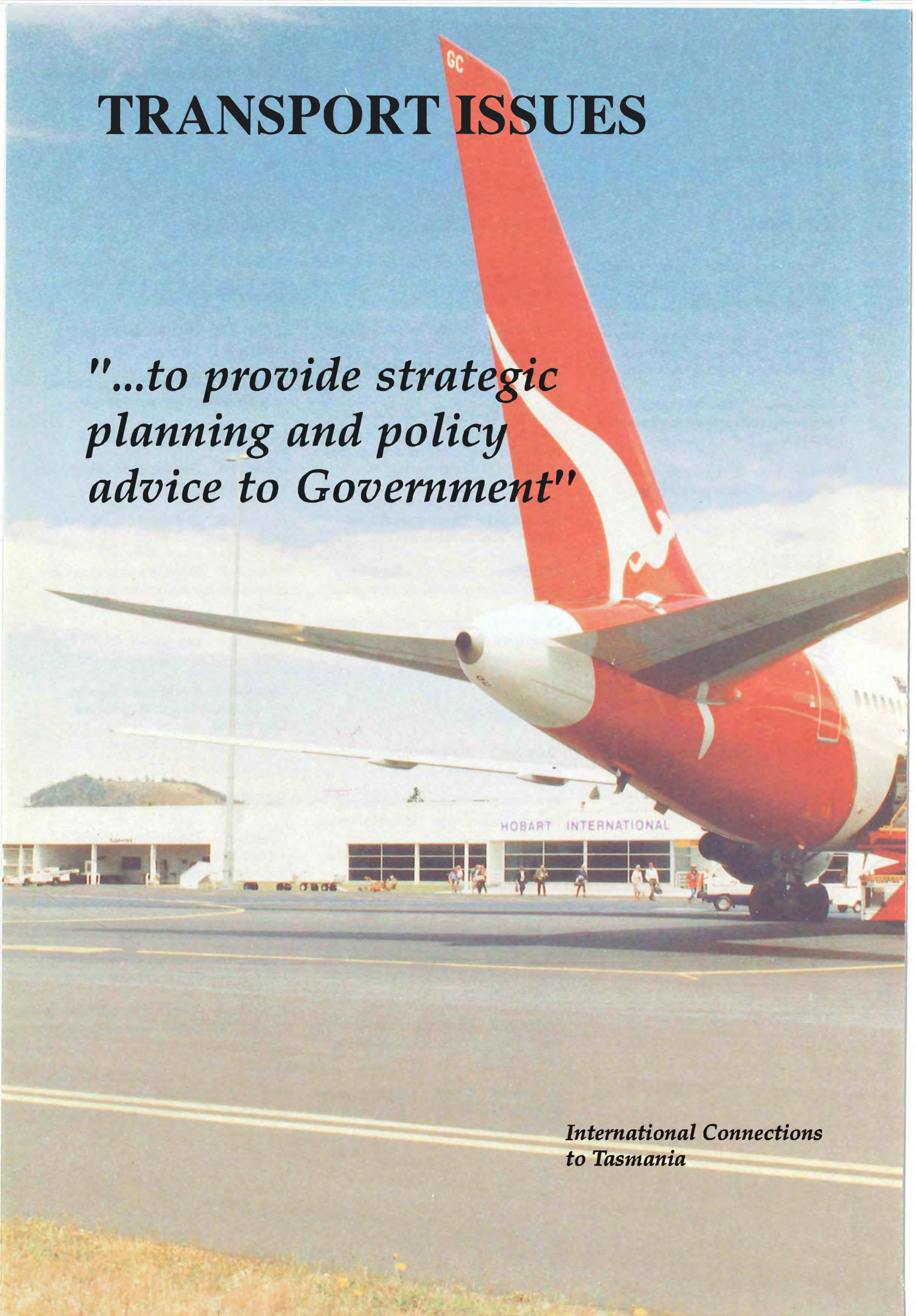
Objective 2: Develop an effective human resources planning process.

Objective 3: Develop a cost effective series of staff development programs.

Objective 4: Design and participate in an effective executive appraisal/reward system.

Objective 5: Participate in the installation of an efficient and readily accessible internal communication network.

TRANSPORT ISSUES



"...to provide strategic planning and policy advice to Government"

International Connections to Tasmania

INTRODUCTION

The Department has a major role in providing strategic planning and policy advice to Government on all aspects of transport both within Tasmania and to and from the rest of Australia and overseas. Such advice is formulated at a variety of levels within the organisation and is forwarded through the Director, Planning and Divisional Deputy Secretaries to the Secretary and Government.

Central to the analysis of topical issues and the recognition of problems and deficiencies is the Planning Division which coordinates strategic planning and policy formulation for the Department. Director of Planning Colin Finch was seconded for much of the year to head the Abel Tasman replacement project. In his absence Jack Lane acted as director.

SEA TRANSPORT

ABEL TASMAN REPLACEMENT

The Planning Division in conjunction with TT-Line investigated and reported on options for Abel Tasman replacement. The Director of Planning was secretary to the Working Party set up by the Government to consider all aspects of the Abel Tasman replacement. Detailed studies were undertaken to establish:

- the need for a replacement vessel
- the future markets for Bass Strait passenger and freight movements
- the likely effects of a replacement vessel on other private sector operators (particularly the proposed catamaran service) and their effects on the potential viability of a replacement vessel
- the implications of a replacement vessel upon the State's budget and financing options
- the implications of a replacement vessel upon the long term viability of the Tasmanian tourist industry and the Devonport regional economy
- the desirable specifications and characteristics of a replacement vessel
- the options available for either a suitable second hand vessel or a new building.

The working party report underlined the need to replace the Abel Tasman over the next 3-4 year period. The study indicated that the replacement of the Abel Tasman was economically viable under a wide range of assumptions from the very conservative to the optimistic and would not undermine the viability of the new catamaran service or established Bass Strait freight services. The Abel Tasman replacement was seen to complement such services rather than be a direct competitor although some market overlap was inevitable. Of significant importance was the conclusion that the replacement of Abel Tasman would have no negative impact upon the State's budget. These matters were reported to Government.

The Abel Tasman replacement remains a key project to the Department, the Government and to Tasmania as a whole. Developments beyond the end of the reporting period indicate that this project is likely to become a major issue requiring considerable additional work in 1990/91.

BASS STRAIT SHIPPING MODEL

Bass Strait continues to experience rapid changes in shipping services. The Abel Tasman moved to a seven day sailing schedule and there is the prospect of a replacement vessel which could add to its current freight and passenger carrying capacities. The MV Straitsman is due to finish operations during 1990/91 and will be replaced by the larger Searoader Mersey based in Devonport. ANL's other Bass Strait ship the Bass Trader will also be supplemented in about April 1991 by the larger Searoader Tamar. The two new ANL vessels are based around trailer cargo operations and the use of a new cassette loading system.

A new service is to commence in September 1990 from Stanley to Geelong using the Bass Reefer which was previously the Sid McGrath. Union steamship have also commenced weekly visits to Burnie and these are expected to continue.

With the advent of the catamaran service due to start operating out of George Town in December there is an expectation that 1990/91 promises to see substantial changes to shipping services.

To help monitor these changes Planning Division, working with the University of Wollongong, has almost achieved its 1989/90 objective of developing a

model of the Bass Strait shipping market. During the year the model was developed to a near complete stage with only final calibration and fine tuning remaining. The project is expected to be completed by September 1990 and will provide the Department with a major policy analysis tool enabling it to monitor the anticipated changes in Bass Strait shipping that will occur during 1991 and be able to estimate the consequences of such changes.

The Department monitors changes in Bass Strait shipping

WATERFRONT REFORM

The reform of the Australian waterfront continued during 1989/90 at both federal and state levels, although few material changes eventuated.

At a federal level emphasis has naturally been on the stevedoring industry and the development of individual Enterprise Based Agreements for the larger ports or Port Labour Force Schemes for the smaller ports. Negotiations have been proceeding at length on these proposals and it is anticipated that by the end of 1990/91 significant improvements can be reported as these agreements are resolved and come into effect. The Tasmanian port authorities have been significantly involved in the development of revised stevedoring labour force arrangements for local ports. However, details have yet to be finalised.

The Department has been involved in a national working party aimed at developing performance indicators to monitor the overall performance of port authorities as well as defining opportunities for improving the overall level of competitive pressures within the port system.

The Tasmanian Waterfront Reform Working Party was established in 1989 to consider the various recommendations of the Inter State Commission (ISC) Waterfront Strategy Report which were of state or port authority responsibility. This working party comprises key individuals drawn from port authorities, shipping companies, shippers and unions as well as government. A draft report has been prepared and a final report is anticipated before the end of 1990. Some delays have experienced in finalising the report due to the need to await developments of general government policy changes on statutory authorities.

However, positive moves have been made on two issues covered by the ISC Waterfront Strategy Report which were being pursued by the Government independent of the overall waterfront reform process.

Legislation was introduced in the Autumn session, and has subsequently been passed by both Houses of Parliament, to require all port capital works projects to be subject to independent Departmental assessment and Ministerial approval. This policy initiative has been proposed several times over the last decade and it is a significant achievement that this has now come to fruition.

The second area of reform relates to the amalgamation of the main north coast ports through the formation of the Northern Tasmanian Ports Authority.

Following consultations between the Government and the port authorities on ways of improving the overall efficiency of the port system a proposal was put to the Government in November 1988 to amalgamate the three major north coast ports of Burnie, Devonport and Launceston so as to rationalise future capital investment needs, improve the overall cost and effectiveness of port administration in the North and to eliminate those aspects of the inter-port rivalry which have detracted from the overall commercial performance of the Tasmanian northern port system. The following quotes from pages 271 and 272 of the Inter-State Commission's waterfront Strategy report illustrate this issue:

... *"Non-bulk cargo throughputs are relatively low in Australia. Thus, unless there is already enough traffic to allow competition between terminals in a port, there are advantages in having ports in close proximity under a single authority to avoid the type of inter-port competition that results in higher costs because of duplication of facilities"...*

... *" over the years there has been criticism of the non-bulk ports in northern Tasmania and their inability to achieve economies of scale and scope" ...*

In February 1989 the Port of Devonport Authority decided to withdraw from the amalgamation proposal and the government of the day decided to proceed with an amalgamation of the ports of Burnie and Launceston with the

objective of Devonport joining at a later date when the benefits of amalgamation were clearer to all concerned.

The NTPA proposal involves the retention of the existing elected Marine Boards(to be renamed as Marine Boards as distinct from Port Authorities) but the transfer of all their assets, powers and duties relating to seaports to the new NTPA. The board of the NTPA will comprise three members from each of the member marine boards. The NTPA will be required to pursue clear commercially oriented objectives, although allowance has been made for reasonable community service obligations to be undertaken. The NTPA will also be required to submit a business plan at least every 3 years which will be subject to Ministerial approval.

A number of delays have beset the NTPA due to the change in government and the need to develop new legislation rather than amend the existing Marine Act. However in May 1990 a Bill to amalgamate Burnie and Launceston passed through the lower house. The legislation has since been to the upper house where the Legislative Councilors decided to re-open the issue of Devonport being included now rather than later. It is expected that the matter will be resolved before the end of 1990 enabling the period of uncertainty surrounding the 3 major north coast ports to be resolved.

In anticipation of amalgamation both the ports of Burnie and Launceston have been rationalising their staff and thus achieving the significant administrative savings that have previously been estimated.

OTHER MATTERS

The Marine Branch of the Transport Division provided advice through the Secretary to Government on a range of other maritime matters. The Branch represented the Department on 17 marine related committees and groups. During the year the General Manager, Marine attended the Ship Standards Advisory Committee (SSAC) , Marine Pollution Advisory Committee (MAPAC) Marine and Ports Group (MPG) and Australian National Maritime Association (ANMA) meetings. This enabled close liaison with the Federal Governemnt on all marine matters and assisted decision making.

AIR TRANSPORT

PILOT'S DISPUTE

Between August 1989 and December 1989 the Pilots dispute created havoc for the movement of interstate passengers and perishable cargoes. This caused substantial harm to the State's tourism and fresh produce industries with many businesses being pushed into receivership as a result. In addition there was major inconvenience for business and personal travellers. Some 85% of passenger travel into and out of Tasmania is by air and unlike other States the options for inter-state travel were very limited.

The first response of Government to the emergency was to establish a Task Force to develop options to meet transport needs and establish priorities for the limited resources that were available. The Secretary of the Department and the Director, Planning were members of the task force with the Director, Planning being heavily involved in ensuring Tasmania's interests and special transport needs were met to the best extent possible.

The Department worked to maximise RAAF and other services during the Pilot's dispute (Examiner photo)

Major achievements during the dispute were:

- the securing of charter air services using Lloyds Aviation F28, Royal Brunei B757 and America West B737 services.
- the securing of additional B747 and B767 Qantas services able to carry domestic passengers.
- working with the airlines and the Commonwealth to maximise RAAF services such that capacity was able to reach 50% normal levels during October
- with the support of TT-line staff and the maritime unions increasing the carrying capacity of Abel Tasman by almost 30% to 1108 passengers per sailing.
- ensuring the co-ordination of alternative air freight arrangements for the transportation of fresh produce to the best extent possible.
- co-ordinating the return to Tasmania of various groups of Tasmanians left stranded inter-state at the start of the dispute.

It was essential given the emergency nature of the pilots' dispute and the particular problems of being an island State that Tasmania was able to develop a quick response. This was achieved through the Task Force and in particular the work of Planning Division.

AIRLINE DEREGULATION

With interstate air services to be deregulated in October 1990 the Department will be closely monitoring the developments that occur. Collection of basic data commenced during 1989/90 although this will be significantly affected by the pilots' dispute. This will be a priority area for 1990/91.

Intra-State air services will remain under Tasmanian regulations. Most intra-state air services involve thinly trafficed routes which may not be effectively serviced under a deregulated environment. The need to make changes to intra-state airline regulations to better integrate with changing inter-state operations will be kept under review but widespread changes are not envisaged.

Planning Division prepared a report on the likely consequences of deregulation for the Government's Tourism and Transport sub-committee. It has also provided advice to Government on new entrants to the industry

INTERNATIONAL AIR SERVICES

The second Qantas service to Hobart has established itself as a success and it is hoped that if passenger numbers continue to grow that the possibility of a third weekly Qantas service could become a reality. The prospects for increased international air services for Tasmania will be a matter that will be pursued jointly with the Federal Airports Corporation (FAC) and the Department of Tourism, Sport and Recreation during the coming financial year.

With the increasing interest in Tasmania as a holiday destination for overseas visitors, which will be assisted by the feature film *"Tasmania Story"* recently released in Japan, the Planning Division investigated the upgrading of Hobart Airport to cater for B747 operations. It concluded that the likely demand for B747 services did did not warrant the $12 million expenditure required. Preference at this stage from both a transport infrastructure viewpoint and from the viewpoint of the associated tourism industry infrastructure is to build on the established B767 services in the first instance so as to achieve a more even distribution of passenger arrivals.

It is interesting to also note that the increasing attraction of Tasmania as a holiday destination for international tourists is also evident through the increasing visits by cruise ships and plans to start regular visits to Macquarie Island

OTHER MATTERS

During the year the Planning Division through its membership of the Federal Airports Corporation's consultative committees for Launceston and Hobart became involved in strategic planning exercises being undertaken at both airports by the Federal Airports Corporation. During the year the strategic planning study for Launceston was concluded and that for Hobart commenced.

LAND TRANSPORT

DEPARTMENTAL RESTRUCTURE

Integration of the three previously existing departments will enable closer co-ordination of private and public sector bus services, a more balanced consideration of allocating transport resources to meet community need and more effective consideration of the range of transport solutions to problems, including, if appropriate, lower cost design. These issues remain to be fully addressed.

ROAD STRATEGY PLAN

The Government in 1989, being faced with a high level of State debt, directed that expenditure on capital works, including road construction, be reduced and that a three year rolling road programme be prepared. The Minister for Roads and Transport expanded the directive to include five and ten year forward programmes. In addition it was directed that public submissions on the needs for roadworks would be invited based on the criteria that any new projects should contribute to the restructuring of the State economy.

The State Road Strategy resulted from the integration of these submissions into Departmental and Government initiated projects. All projects were assessed using a form of multi-criteria analysis with cost effectiveness being of paramount importance but tempered with a social assessment which was prepared by TASQUE, from the University of Tasmania. A feature of the strategy is the provision for modification over time as the need arises.

Longer term funding programs arising from the Road Strategy will ensure the orderly implementation of projects and a predictable, steady flow of work for contractors and the Department of Construction.

MICRO-ECONOMIC REFORM

A key component of the federal and state governments' economic strategy is based on addressing micro-economic reform issues so as to improve the overall viability and efficiency of industry and improve the efficiency of services provided to consumers. It is now widely recognised that there are considerable structural inefficiencies built into the economy as a whole and in particular into the transport sector.

This includes:

- the abuse of monopoly powers resulting in reduced service levels, increased costs and establishing major barriers to improved technology or work practices.

- the protection of particular transport industries or incumbent firms through inappropriate government regulation which in itself imposes additional overhead costs.

- non-application of economically rational pricing policies designed to encourage the efficient use of resources and the recovery of full costs for the provision and maintenance of transport infrastructure.

- inappropriate or non-commercial corporate structures for government and semi-government transport bodies which result in inefficient pricing of services and inappropriate treatment of community service obligations.

The Department needs to take a positive role in ensuring that the thrust of this Government's micro-economic reform programme is pursued with vigour in the transport sector so as to establish a more competitive and efficient Tasmanian industry better able to meet the needs of the future. The Department presented a report to the Government's Micro-economic Reform Task Force on the program for reform in the State.

Aspects being addressed under the umbrella of micro-economic reform include:

PUBLIC VEHICLE LICENCES

Under the Traffic Act (1925) vehicles carrying goods or passengers for reward are required to be licensed by the Department. The issue of licences is discretionary and is governed by criteria designed originally to protect the State's rail services and limit entry to those who can identify an unfulfilled demand or a new market for transport services in a particular area. Licensing decisions are subject to an appeal to a Tribunal chaired by a magistrate, at which time all matters can be addressed even if not covered by an original application.

The Public Vehicle Licensing system thus gives a measure of protection to existing licensees and also places a range of administrative and legal costs onto the industry.

Over recent years the Director (Transport Regulation) has introduced a number of reforms aimed at improving the efficiency of the road freight transport industry. While no significant changes took place during the year 1989/90 the pursuit of reforms in this area will form a significant component of the Department's contribution to micro-economic reforms during 1990/91 and beyond. The key issue is to make changes within the limits of industry to be able to adjust instead of trying to make more substantial changes that

only create conflict and hostility and eventually set back the timetable for reform.

In relation to passenger transport operations reference has already been made to intra-state air services. The remaining areas relate to taxi/hire car industry and private bus operations.

A submission was received by the Department from Hobart Coaches for increased competition on the main intra-state long distance coach route between Burnie and Hobart. Following careful assessment of the case for and against increased competition a decision was handed down to allow Hobart Coaches to compete against Redline on the Hobart - Burnie route under specific conditions. This established a principle that increased competition would be considered in those instances where there is net overall community benefits but that there would be no widespread move to deregulation in the private bus industry. The decision has been appealed against and the final outcome has yet to be determined.

The need to reform the Taxi and Hire car industry regulations remains following the reports of 1988/89 by the consultant "Resolution" and the Department into the adequacy of controls over the size of the taxi fleet in Hobart. The need for change stems from the fact that the Hobart area buy-back scheme established in 1983 is well out of date and requires major revisions. While no major advances were made on this subject during 1989/90 the development of revised taxi and hire car regulations for Hobart is a priority issue for 1990/91. Changes developed for the Hobart area will then form the basis for changes to industry regulations across the State. In developing these proposals Planning Division will be working closely with both the Transport Regulation branch of the Department and the taxi and hire car industry.

RAIL PROTECTION FEES

Rail protection fees are another area of regulation associated with the protection of the rail system. The need for such protection relates to both the continuing financial vulnerability of Tasrail, despite major efficiency gains in recent years, and the under-recovery of road use cost from heavy road vehicles. A major resource processing industry such as the Wesley Vale pulp mill or the light weight coated paper project could be expected to make Tasrail financially secure. Similarly the viability of a major resource processing industry may well be dependent on a rail freight system. The long term future of rail is thus important to Tasmania but this should be achieved in a way which does not create difficulties elsewhere in the transport sector.

Rail Protection Fees are levied on the carriage of certain goods if carried by road for more than 100km in loads of 7 tonnes or more unless exempted. During the year exemptions were generally issued for milled timber products so as to overcome a major problem for industry. Negotiations have continued with Australian National Tasrail as to further rationalisations of the fee system and these are expected to achieve further reforms during 1990/91. Similarly moves to developing road user charges more closely based on cost recovery for heavy vehicles will assist in enabling road and rail to compete more freely without the need for artificial constraints to road transport operators; except in those instances where social and environmental costs strongly favour the use of rail.

ROAD COST RECOVERY

During the year the Division prepared a range of options for restructuring road user charges in line with proposals being developed for nationally consistent road user charges via an ATAC working party on road cost recovery. The proposals were aimed at rationalising a range of State charges together with the local government system of road tolls. No government decisions were taken on these proposals due to the expectation of national reforms in this area and the desire to support a nationally consistent approach by all States and Territories.

In May 1990 the Inter-State Commission released a report following its inquiry into revised charge for the Federal Inter-State Registration Scheme (FIRS). This report recognised that a recent

High Court decision had effectively made the FIRS schemes redundant. Rather than proposing to wind up the scheme the ISC instead put forward a proposal to introduce a national vehicle registration scheme and uniform set of national road user charges in which State's were to give up their right to set fuel franchise fees and motor taxes. Emphasis then switched to consideration of the national proposals put forward by the ISC. While these proposals utilised a similar methodological approach to allocation road user costs there were a number of significant differences which caused the State to have serious concerns over the detail of the ISC scheme as well as in relation a number of the basic underlying principles.

The Division will be participating in a national task force expected to be formed to consider the ISC scheme in more detail. Whilst it is not anticipated that there will be sufficient support to introduce a national road user charge system as proposed by the ISC it is anticipated that a nationally consistent approach to vehicle registration and setting road user charges can be developed with perhaps financial incentives offered for co-operation by the Commonwealth as occurred with the 10 point safety package.

STUDENT TRANSPORT SERVICES

Early in the year the decision was made by the Government to transfer responsibility for administration of student transport services from The Department of Education and The Arts to the Department of Roads and Transport. The transfer aimed to allow improved efficiencies by establishing the mechanism for rationalisation of school buses and other privately operated route service buses.

The Department appointed a Project Manager to oversee the transfer process and establish the Unit within Roads and Transport. The transfer commenced on 12 December with the new Student Transport Unit setting up in offices in the Metro Administration building at Springfield. For the period from the commencement of the 1990 school year until 30 June 1990 student transport services were administered by the Department of Roads and Transport but funded by the Education Department. In this time accounting, computer and administrative systems and procedures were put in place and an interim organisational structure of seven staff including a Manager of Student Transport and Bus Planning Manager set up.

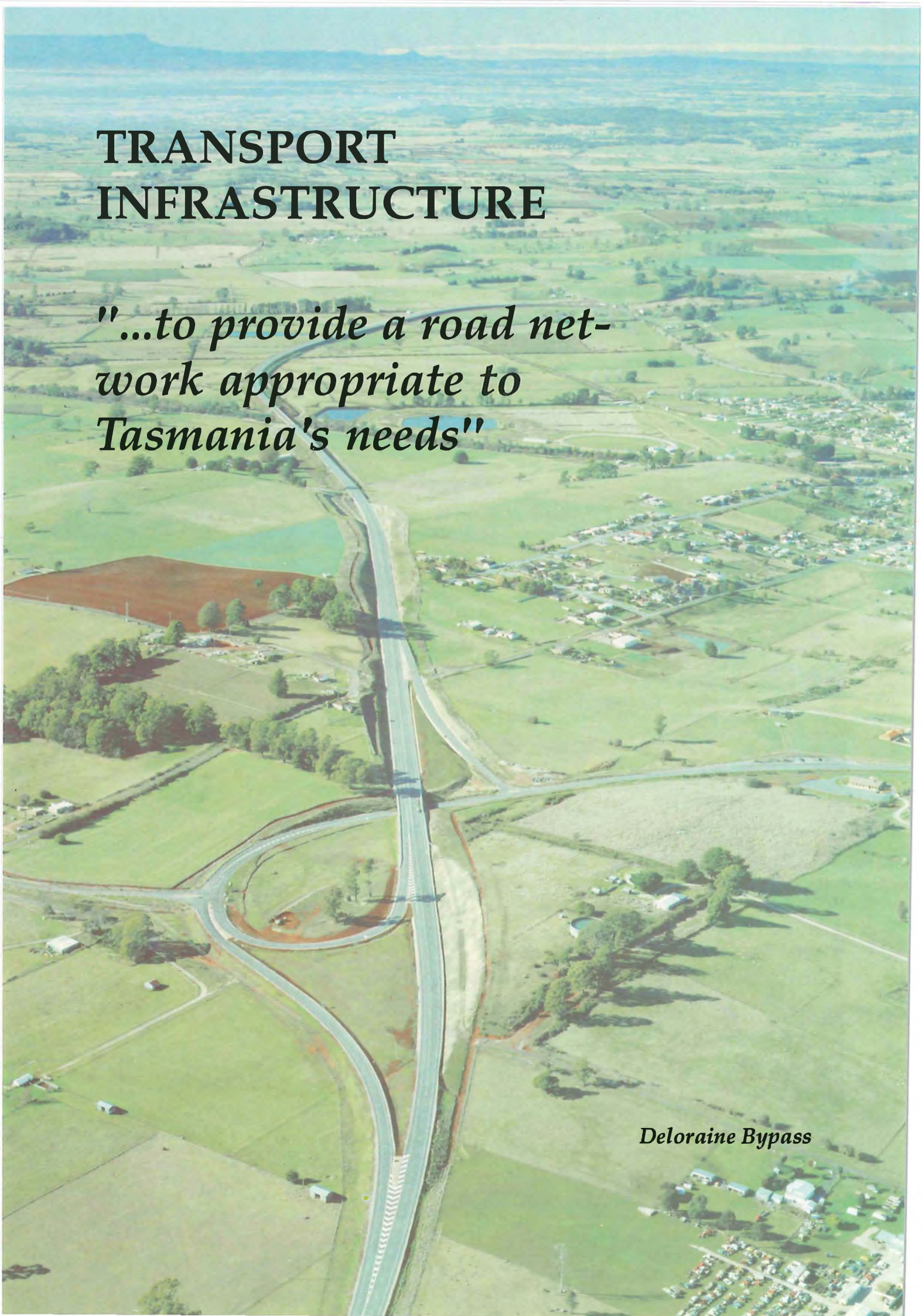
The most important issue facing the Department was the Government's wish to reduce the escalating cost of student transport services and at the same time remove anomalies and inequities in the sytem whereby some 22,000 students travel to school by bus for free while 19,000 are required to pay up to $8.00 for weekly bus travel to school.

At 30 June several alternative solutions had been looked into and a recommendation for Government was in preparation.

Heavy vehicles are central to a review of road user charges.

TRANSPORT INFRASTRUCTURE

"...to provide a road network appropriate to Tasmania's needs"



Deloraine Bypass

INTRODUCTION:

The Department, through the Roads Division is responsibile for the planning and design of roads and bridges in Tasmania. Actual construction and maintenance work is either tendered or arranged through the Department of Construction. In addition the Transport Division's Traffic Engineering Branch has a responsibility for designing and installing a wide range of traffic control devices including traffic signals. Other Departmental responsibilities include providing jetties and marine facilities for the fishing industry and maintaining a number of airstrips in the State.

ORGANISATIONAL CHANGE:

The principal effect of the reorganisation of the Department of Main Roads has been the reallocation of the construction workforce to the Department of Construction. The delivery of the physical road programme is now arranged by either public tender or through the Department of Construction.

In order to ensure a means of locally based supervision of road and bridge construction projects on the one hand and liaison with the public over problems and complaints on the other hand, regional offices are being established in the South and North with a Sub-Regional Office in the North West.

Highlights of the year were the opening of stage 1 of the South Arm Highway on 7 December 1989 and the Deloraine Bypass on 8 June 1990. These projects had taken many years to develop and cost a total of $33 million between them. In all, the Roads Division was responsible for administering road projects worth $ million during the year. Details of all road projects and costings are given on pages 25 - 27.

ROAD PLANNING

Through the Road Planning Section the Department undertakes the translation of road project proposals to the commencement of detailed design.

It prepares planning reports for State Cabinet, the Federal Department of Transport and "watchdog" agencies such as the Department of Environment and Planning and carries out economic evaluation of road project proposals.

It carries out environmental assessments and makes recommendations to overcome environmental degradation.

These tasks entail detailed consultation with people affected by road proposals, with interested members of the community and with other statutory bodies.

The Department is concerned to ensure that there is fruitful dialogue with the community about roads and about the consequences of following certain lines of action.

At Cooee, for example, the local community strongly supported the view that any highway upgrading should be on the plateau behind the town. This would involve placing a road on areas known to be unstable under certain conditions.

Because houses have been built at the foot of the unstable land, the Department must ascertain the risk involved in placing the road on the plateau and communicate its findings to the public. The Department will be engaged in this task in the coming year.

Another example involves the South Arm Highway (Bellerive Bypass) in Hobart. The opening of the bypass on 9 December 1989 was followed by public irritation with the consequent noise levels. The Department's Environmental Planner is assessing whether the noise levels contravene Department of Environment guidelines. Should this be the case, he will be involved in substantial consultation with members of the public in order to reach noise reducing solutions.

ROAD DESIGN

The Road Design Group develops projects from the approved planning stage to detailed design for the construction and maintenance of roads within the State Classified and National Highway network.

Specific functions also include the preparation of detailed specifications for each road construction project to ensure that the works are carried out to the Department's quality standards. Road designs submitted by other authoritiesand consultants are assessed to ensure that the required standards are maintained.

Landscape design is undertaken as an important aspect to the aesthetic and environmental compatibility for new works.

Engineering advice is provided to the Government and various State Authorities.

South Arm Highway (Bellerive Bypass)

ROAD DEVELOPMENT

The Department monitors all subdivision and development issues as they affect State roads. Officers continually check draft planning schemes and interim orders to ensure the inclusion of all reasonable provisions to provide a viable arterial road system. Matters such as access controls and building setbacks can be included in the legal planning controls and administered by local councils.

In the past, no constraints were imposed upon developments alongside or near State arterial roads, irrespective of the importance of the highway concerned. When a highway became unsafe or congested it was replaced by a new or upgraded highway at considerable cost.

In general, this unplanned development has proved costly, especially in relation to capital road expenditure. It is now accepted that with reasonable planning, these detrimental effects can be minimised to the benefit of the State as well as the developers.

The concern is now that the uneconomic trend of ribbon development in rural areas must be modified so that the State can secure overall gain from developments, both now and in the future. This approach is consistent with the concept known as "sustainable development".

The preferred alternative is to guide developments into existing towns and villages. Not only does this promote the economic well-being of urban areas, but also reduces degradation of high-speed rural highways.

The result of this practice is that the limited funds now available can be used to refine, improve and protect the arterial highway network through a variety of minor improvements, traffic management devices and the imposition of access controls. The outcome will be a more efficient transport system, benefiting industry.

ROAD MAINTENANCE

During the year 190 km of the state classified road network were resurfaced at a cost of $3.6 million. Routine maintenance cost an additional $13.1 million.

Throughout the sealing season, a significant number of trials were conducted using Bituminous Emulsion, a water based product considered to be "environmentally friendly" due to its reduced hydrocarbon emissions and greatly reduced heating energy requirements compared to conventional hot sprayed bitumen.

Rehabilitation works on the classified road network continues to be of increasing priority. During the year 16 projects were undertaken at a total cost of $3.6m.

With the Government restructuring and the redeployment of the construction workforce to Department of Construction a major advance was made in the development of standard specifications for routine maintenance activities. This project is expected to be completed in 1990-91.

ROAD PROJECTS UNDERTAKEN DURING THE YEAR

NATIONAL HIGHWAY

Midland Highway
Overtaking Lanes, Perth to Conara - (five sections of 1.5 km each): Design was completed on a section of double overtaking lanes north of Epping Forest. Two more sections, at Cleveland and south of Woolmers Lane, were well advanced. Survey was completed for two more sections, south of Epping Forest and south of Symmons Plains.
Kings Meadows Connector Interchange: The original design for the Connector Interchange off-ramp from Launceston to Kings Meadows was re-assessed and this design was retained. Construction in 1989-90 cost $1.794m and was scheduled for completion in November 1990. Total expenditure to 30 June 1990 was $2.066m.

Bass Highway
Illawarra Main Road to Hagley: Plans and specifications were prepared for 4.3 km from Illawarra Main Road to Liffey River, including Liffey River Bridge and the contract awarded to the Department of Construction (DOC).
Deloraine Bypass - (6.0 km): Design of remedial earthworks for Stage 1 was completed. Cost in 1989-90 was $2.479m, making total expenditure $5.880m on this stage. Contract documents for Stage 2 were issued and the contract awarded to Hazell Bros. The official opening of the bypass took place on 8 June 1990. Total expenditure to 30 June 1990 was $16.016m, direct costs.
Latrobe to Devonport: Preliminary design was carried out for a 3 km section from Port Sorell Main Road to Victoria Bridge, including an interchange layout at Port Sorell Main Road junction.
Ulverstone to Penguin: Design of Stage 1 was monitored during construction and some minor amendments prepared, mainly in relation to accesses. Expenditure in 1989-90 was $375,000 and total cost to 30 June 1990 was $3.273m.
Penguin to Howth: Preliminary design continued on a 6.5 km alternative route proposal which would affect fewer properties and reduce earthworks. Further survey was required near Sulphur Creek.

NATIONAL ARTERIAL ROADS

Brooker Highway
Claremont Link Road to Abbotsfield Road - (1.24 km): Plans were issued for completion of carriageway duplication. Expenditure to 30 June 1990 $1.294m. Design was completed for duplication of 2.5 km from Abbotsfield Road to Arcliffe Road Overpass.

East Tamar Highway
Fourteen Mile Creek - (0.675 km): A contract was awarded for construction of the road approaches and works were completed in June. Expenditure on roadworks in 1989-90 was $344,000 and on bridgeworks was $263,000. Total cost to 30 June 1990 was $1.029m.
Windermere Road to Cummings Creek: Road improvements, design and specifications were completed for the four sections as under:
a) Los Angelos Road and Windermere Road Junctions.
b) Climbing Lane at Doctors Hill - (1.5 km).
c) Likemans Hill Passing Bay.
d) Climbing Lane at Cummings Creek - (0.450 km).
Construction began in May and total cost to 30 June 1990 was $353,000.

East Tamar Outlet
Extension from Newnham Creek to Barnards Creek - (5.0 km): Three test embankments were placed on unstable areas along the route to ascertain the period of preconsolidation required prior to final road construction. Design was extended to Barnards Creek.

Bass Highway
West Park to Toorak Court, Burnie - (1.4 km): Design of the dual carriageway was completed and construction under contract by D.O.C. began. Expenditure on roadworks in 1989-90 was $317,000. In 1989-90, $1,448m was spent on relocation of Australian National Railway lines. Total expenditure on the project to 30 June 1990 was $2,650m.

STATE ARTERIAL ROADS (A) - URBAN ARTERIAL

Brooker Highway
Intersection with Derwent Park Road: Preliminary design began for conversion to a signalised intersection.

Hobart Southern Outlet Road
Loop and off ramp to the Huon Highway: Final detailed design continued. Cut batters were hydro-seeded. Expenditure 1989-90 for roadworks was $1.788m and for bridgeworks was $729,000. Total cost of the duplication from Olinda Grove to Kingston to 30 June 1990 was $14.664m.

South Arm Highway (Bellerive Bypass)
Roadwork design was completed. The first 3.9 km of the highway was opened to traffic on 9 December 1989. Traffic noise monitoring was undertaken to enable needs for sound attenuation barriers to be determined. Expenditure in 1989-90 was $2.599m and total cost to 30 June 1990 was $14.129m, including the Mornington interchange and roundabout.

South Arm Secondary Road
Rokeby to Lauderdale: - (2 km): Detailed design was almost completed for the ultimate dual carriageway from the Police Academy, Rokeby to Acton Road, Lauderdale .

Tasman Highway
First Sorell Causeway to Penna Road Junction: Design was completed for the slip stabilisationat Midway Point and for the permanent road realignment around the slip area. Design was in the final stages of Penna Road Junction improvements.

Channel Highway
Snug to O'Briens Hill: Plans were issued for 2.6 km. Expenditure in 1989-90 was $1.695m and total cost to 30 June 1990 was $2.036m.

Grass Tree Hill Secondary Road
Plans were issued for a bus layby at the old horse troughs.

Kings Meadows Connector (1.6 km)
Detail design was completed for the whole length. Calculation of quantities was undertaken to achieve a negotiated price with DOC and enable completion of construction by the end of 1990. In 1989-90, $1.067m was spent on roadworks, bringing the total cost to 30 June 1990 to $5.080m.

Glen Dhu Link Road
Design was nearing completion for an alternative access to the Glen Dhu School from Glen Dhu Link Road.

STATE ARTERIAL ROADS (B) - RURAL ARTERIAL

Arthur Highway
Dunalley: Preliminary design began for 1.0 km of improvements south of Dunalley.
Hawks Hill Deviation - (3.2 km - including "The Neck"): Plans for the slip area were issued and construction works recommenced. Design for the section through "The Neck" was completed. As the result of an archaeological investigation, the design level of the road was lifted to minimise the effects of the reconstruction in the vicinity of the historic building, the Officers' Quarters. Expenditure in 1989-90 was $648,000 and total cost to 30 June 1990 was $2.449m.

Channel Highway
Kettering: Design continued for 3.1 km from Nicholls Rivulet Main Road to Ferry Road. Survey was completed for 15.0 km from Cygnet to Huonville.

Huon Highway
Franklin: Reconstruction through Franklin Work was almost completed. Expenditure in 1989-90 was $1.380m, bringing the total cost to 30 June 1990 to $1.681m.
Junction with Station Road at Dover: An alternative design was approved by the Department and presented to Esperance Council who gave approval for a supermarket proposal.

Lyell Highway
Molesworth Road Junction, Sorell Creek: Design was completed for an interim proposal for minor junction realignment and upgrading works as a temporary solution pending availability of funding for the ultimate design.
Tarraleah Canal Bridge No. 1: Design was completed for road approaches and plans were issued.
HEC King River Power Development: Roads Division staff monitored design by the Hydro Electric Commission (HEC) on the Lyell Highway Deviation for the King River Power Development. Design for the eastern approach to the new bridge at Lake Burbury was completed by the HEC and approved by Roads Division, subject to geotechnical investigations. The length of this eastern approach is some 4.3 km. Total length of the deviation including a section of Kelly Basin Road, is 12.3 km.
HEC King River Deviation to Donaghys Hill: About 5.0 km of design for pavement rehabilitation was completed, bringing the total length of rehabilitation/restoration designed and constructed since 1987-88 to 13.0 km. Construction is programmed for completion in 1990-91.

Tasman Highway
Orielton to Orford: Reconstruction and Widening from Orielton to Orford This project was referred to the Parliamentary Standing Committee on Public Works for investigation. The Committee held several site inspections and hearings and on 27 April 1990 released its report recommending that the proposal proceed in accordance with the plans and specifications.

Break-me-Neck Hill to Bust-me-Gall Hill - (4.5 km): Design was completed for the section from Break-me-Neck Hill to Montgomerys Road and was proceeding on the remainder.
Coles Bay Road Junction to Swansea: Design was completed and plans issued for a number of curve improvements. Rehabilitation works in 1989-90 cost $475,000, bringing the total cost to 30 June 1990 to $981,000.

Bruny Main Road
Lennon Main Road to Adventure Bay Turnoff: Reconstruction works over 1.5 km cost $676,000 in 1989-90 and total cost to 30 June 1990 was $4.069m.
"Murrayfield" to Great Bay - (2.1 km): Amendments were made to design plans in the Great Bay area and to allow construction to proceed. A 1 km section near residences was to be sealed.

Fenton Main Road
Design was completed and plans issued for 1.6 km from Belchers Siding to National Park. Restoration works in 1989-90 cost $558,000.

Tasman Highway
Branxholm: Design was completed for 0.95 km through Branxholm, from Ringarooma River towards Derby. Property acquisitions were undertaken.
Falmouth to Chain of Lagoons Link Road - (22.0 km): Design was completed. Construction between Tasman Highway (northern end) and Falmouth turn-off was deferred. Earthworks at the Tasman Highway to Four-Mile Creek Road (southern) end were virtually complete. Cost of works in 1989-90 was $1.993m. Total cost of the project to 30 June 1990 was $12,068m.

West Tamar Highway
Preliminary plans were completed for the duplication of the section from Cormiston Creek to Danbury Drive (1.7 km). Unstable ground conditions along the route were expected to lengthen the construction period. Plans were issued for the 2.8 km designed between Supply River and Batman Developmental Road. Construction in 1989-90 cost $587,000 and total cost to 30 June 1990 was $1.573m.

Esk Main Road
Ormley Deviation: Design was almost completed for the "Ormley" deviation but the project was deferred due to shortage of funds.

Frankford Main Road
Bends at Franklin Rivulet - (0.8 km): Design was completed and plans issued for construction of this deviation, including a box culvert for the rivulet.
Reids Creek to Saxon Creek - (6.0 km): Design was well advanced for restoration of this section.

Bass Highway
Stennings Road - (0.5 km): Design was completed for upgrading of Stennings Road and construction of a new service road by Wynyard Council to link a new subdivision access to the Wynyard By pass. Total cost in 1989-90 was $130,000.
Ridgley Main Road/Mount Road: Design for improved access to the Valentine's housing estate was completed. Plans were issued for upgrading between Hampshire and Tena Road. Design commenced from Tena Road north towards the railway crossing at Highclere. Total expenditure to 30 June 1990 was $950,000.

Murchison Highway
Henrietta: Design was completed to eliminate substandard curves south of Henrietta (1.2 km). Waratah Main Road junction at Fingerpost. Preliminary design for the weigh bridge site was passed onto DOC for action.

Port Sorell Main Road
Pardoe Development Road roundabout: Design was completed.

LOCAL ROADS

Tea Tree Secondary Road
Design was completed for 0.9 km east of Middle Tea Tree Road. Restoration works cost $441,000 in 1989-90, bringing the total cost to $1.552m.

WEST COAST LINK ROADS

Smithton to Zeehan Corridor
Work southward beyond Lindsay River was deferred at the direction of the Government. Plans were completed to upgrade and seal 3.0 km of Arthur River Road south of Marrawah. Reconstruction to gravel road standard of approximately 5 km of the Temma Track northward from Rebecca Road was completed. Expenditure was $1.078m in 1989-90. Total cost of the project to 30 June 1990 was $16m.

PAVEMENT MANAGEMENT SYSTEMS (PMS)

As a result of Federal Government requirements for a Pavement Management System to be developed in respect of federally funded projects, considerable progress has been made in this area. Extensive inspections of the State classified road system have been undertaken in order to determine the "health" of the road network in accordance with surface condition parameters which have been developed.

In February a decision was taken to conduct a pilot study using a Pavement Management Systems computer software package developed by the Road Transport Authority (NSW). A working group was set up which has been liaising closely with RTA. A major workshop was held and several courses were conducted for "rater" training in road survey techniques.

Significant manpower and equipment resources have been applied to the task since February, with good progress to date.

When fully developed, the package is expected to provide an optimisation system for assessment of rehabilitation and maintenance projects, essential to long term strategic planning.

BRIDGE DESIGN

During the year 4 major bridge design projects were completed and work carried out on 12 others. Details of individual projects are listed on p. 29.

To cope with the increased number of specifications required as a result of Departmental restructuring, and to better co-ordinate bridge specifications with road and other specifications, a new system involving a standardised bridgeworks specification was developed during the year. A draft document was produced and circulated for comment.

The Section maintained an active involvement with the AUSTROADS Computer Aided Bridge Design Working Group. As its contribution to the Group's library of co-ordinated PC based bridge design programs, the Section worked on writing PC versions of CRIBWALL and MULTBEAM (pretensioned plank) programs, featuring simplified input using graphic displays.

KING RIVER BRIDGE

Significant design input was given during the construction of this major structure. King River Bridge is being constructed by HEC to carry the future deviation of the Lyell Highway over Lake Burbury, the main storage of the King River Power Development. The design of the bridge was undertaken by DMR in 1987 and, at a length of 324 metres and maximum pier height 4.8 metres, constituted the largest bridge to be designed in-house in the Department's history. Innovative design features including girder erection by launching, necessitated a high level of liaison and design input during the year.

Expenditure of $700,000 was incurred in payments to HEC under an agreement to contribute the notional cost of a new bridge replacement at the existing road crossing of King River.

BRIDGE MAINTENANCE

The Department monitors and recommends improvements to existing bridges in the State. Maintenance of and repairs to a number of the State's concrete, steel and timber bridges were undertaken. A comprehensive inspection program was commenced.

Negotiations were held with the Department of Construction regarding the inspection and maintenance of bridges on council roads on behalf of local government. Consultant Alan Spry was engaged to report on the condition and future strategies for the historic Richmond and Ross bridges.

The King River Bridge

Major projects carried out by the Bridge Design Section

Tarraleah Canal Bridge on Lyell Highway is a single span bridge with pretensioned plank superstructure, located on an improved road alignment, which will eliminate the dangerous sharp turn on the western approach to the existing timber bridge.

Newnham Creek Culvert is a major triple cell box culvert on the extension of the East Tamar Outlet near Alanvale. Precast crown units are used, with precast link slabs between the two outer cells.

Don River Footbridge is a four span timber structure located on the downstream side of the existing road bridge on Forth Main Road at Don. The new facility will provide safe pedestrian access across the river, independently of the road bridge, which did not lend itself to addition of a footway.

Franklin Rivulet Culvert is a single cell insitu reinforced concrete box culvert, replacing a timber bridge. It is located on an improved alignment of Frankford Main Road.

Other work undertaken by the Section included:

South Esk River Bridge, Hadspen - Detailed design commenced on the incrementally launched steel plate girder superstructure of this high level six span bridge, 230m long, located on a new alignment of the Bass Highway. Additional foundation investigation was carried out during the year.

Bass Highway, Illawarra Main Road to Hagley - The specification and other tender documentation for Liffey River Bridge were revised to conform to new Quality Assurance requirements, and be part of a combined road and bridge contract, Illawarra Main Road to Liffey River, let during the year. The documentation for Bracknell Main Road Underpass and associated roadworks was similarly amended for Quality Assurance requirements, to enable calling of tenders in August 1990.

Mersey River (Victoria) Bridge, Devonport - Investigation continued for a second bridge, adjacent to the existing, to carry the planned second carriageway of the Bass Highway. The proposed five span structure is 188m long, with incrementally launched steel plate girders. A detailed foundation investigation, involving test drilling of the river bed, was undertaken.

Burnie Access Roads - Preliminary investigation was carried out for the structures required on three further alternative road routes connecting Ridgley Main Road with Bass Highway.

Derwent River Bridge, Bridgewater - Provisions of a protection system, to prevent overheight vehicles striking the overhead bracing, was investigated. A staged installation of protective measures was recommended, with the first stage comprising high visibility warning signs plus height gantries with hanging pipe bells, on each approach.

Brooker Highway, Euston Street to Arncliffe Road - Several minor designs were done in connection with the duplication of the highway. These included drainage structures, New Jersey barrier pier protection, and median treatment for existing Euston Street Underpass.

Hawks Hill Deviation, Arthur Highway - Designs of remedial works, for slope stability problems encountered at two separate locations, were completed. The final solution of the cut batter stability problem involved raising the road grade, and installation of subsoil drainage system. A "Terramesh" gabion wall was used to retain the fill at the second location.

Henty River Bridge - Investigations and preliminary design work was carried out for a three span bridge with post-tensioned I beam superstructure, to replace the present timber and wrought iron converted railway bridge, on Henty Main Road.

South Esk River Bridge, Glen Esk - Investigations continued for a low level structure in permanent materials to replace the aged timber bridge on a local road. A preliminary design was costed for a six span single lane bridge with superstructure of pretensioned concrete planks, supported on twin concrete filled steel tube piers.

Standard Bridgeworks Specification - To cope with the increased number of specifications required as a result of Departmental restructuring, and to better co-ordinate bridge specifications with road and other specifications, a new system involving a standardised bridgeworks specification was developed during the year. A draft document was produced and circulated for comment.

Work on updating the bridge inventory continued. The Division became involved, through AUSTROADS, in the development of computer software for bridge maintenance.

ROAD DRAINAGE AND FLOOD PROTECTION

The Department maintains a specialist hydraulic engineering capability to ensure that important drainage issues pertaining to the State Road network are properly addressed. Hydraulic design for 9 road reconstruction projects was undertaken during the year as well as an important preliminary study into hydraulic implications for possible routes of the Bass Highway between Cooee and Cam River. Hydraulic assessment was provided on 5 road projects under the Rehabilitation and Reconstruction Guidelines.

Waterway requirements were determined for 5 significant bridges with commencement of work on the largest of these, Coal River Bridge, Richmond. Assessment of minor timber bridges for replacement in permanent materials was undertaken with 25 sites being investigated.

Significant investigations were generated from public enquiries either as drainage complaints from landowners adjacent to roads (7 in number) or as applications to discharge stormwater runoffs into the road drainage system (5 in number).

LAUNCESTON FLOOD PROTECTION SCHEME

Engineering liaison and overview of State Funding of design and construction works undertaken by the City of Launceston continued. The work derived from the State Government's responsibility under the 1975 Agreement to make good serious structural failure and to raise the earth levees to their full height.

Expenditure amounted to $200,000 of which the State Government received $80,000 from the Commonwealth Government under the Federal Water Resources Assistance Program.

SURVEYING

The Department undertakes survey and mapping services for road and bridge design, construction, contract supervision, highway planning, hydraulic and hydrographic investigations and for the acquisition and disposal of lands.

A total of 24 field survey parties operate from regional offices and project site offices.

Although the major proportion of the work is required for road design, property acquisition and contract supervision, the demand from District Engineers for construction set-out surveys continued at a high level.

Notwithstanding this, a decision was made, based on the recommendation of staff, to locate all survey staff within the survey section of the Department of Roads and Transport upon the restructuring of the former Department of Main Roads. Survey services are to be provided to the Department of Construction on a fee-for-service basis.

A total of 175 survey projects for engineering design and property acquisition were undertaken during the year. Surveys for acquisition and disposal of land involving 147 properties were completed.

All departmental design and construction projects required significant survey input. The disposition of the survey resource and its versatility were instrumental in achieving what were often, very restrictive deadlines.

New computer applications, implementation of new versions of MOSS (road survey and design system) and production of a Survey Procedures Manual for Quality Management have all been successfully accomplished as part of the research, development and training activities of the Roads Division's Survey Section. Proposals for additional applications were postponed until computing capabilities within the division have been rationalised.

The section actively participated in the Division's cultural change program, had a representative on the Culture Consultative Group and has implemented proposals emanating from that Group.

CONTRACTS

A Contracts Branch was established in the Roads Division following the restructure of the Department. Key functions of the Branch are:

- establishment and monitoring of construction and maintenance standards.
- asset management through development of pavement and bridge maintenance styastems.
- materials testing and research functions.
- management of the construction and maintenance programme through regional offices

Much of the year's activities concentrated on the establishment of staffing, systems and resources to implement revised arrangements in 1990/91 when the financial and administrative separation of the operations function of the former DMR is completed.

These activities include revision to specifications, initiation of contract based agreements for all works and acceleration of programming for major maintenance works.

Regional offices were established in Hobart and Launceston with a branch of the northern Region being established at Ulverstone.

Through the Contracts Branch the Department continued the role of administration of all major contracts executed on behalf of the Federal Government, with major activities being centred on the Bass Highway between Launceston and Deloraine.

PROPERTY

A review of the Property Office this year resulted in the upgrading of information services and the establishment of a new property enquiry format.

The old manual acquisition register has been transferred to computer allowing for acquisition data to become more readily available to Engineering Branches. The "limited access" inventory continued to increase and be updated. Property enquiries from solicitors and from those purchasing land are now required to be submitted on a standard form and a fee of $20 is charged for this service.

Major functions of the Office are:

Acquisitions:
Expenditure on property acquisitions was $5.259m, compared with $3.240m in the previous year.

Major Projects

$m	$m
National Roads	2.329
Deloraine Bypass	.790
Pontville Bypass	.412
Penguin - Howth	.145
West Park-Toorak Ave	.104
S.H.T.F.	1.704
Kings Meadows Conn.	1.014
Snug - O'Briens Hill	.115
Loan Funds	1.226
Falmouth - Chain of Lagoons	.292
Guildford-Hampshire	.746

Limited Access:
The issue of licences for properties on the East Tamar Highway was completed. Forty six properties were affected.

Proclamations affecting the Brooker Highway, Ridgley Main Road and the Midland Highway were enacted and the licensing formalities are currently being completed for the affected properties.

Property Register:

Property sales	$239,595
Property rentals	$107,860

The Department currently has 25 residential properties being let, the majority of which have been acquired for future road purposes.

MATERIALS AND RESEARCH

The year saw the completion of construction control testing on the Deloraine Bypass and the introduction of quality management into contracts. Bids were made for control testing on a number of quality management projects.

A roughness survey of the State owned road network was completed. Departmental officers have assisted in the visual survey of pavements in connection with the Pavement Management System.

Investigations undertaken have included:
- foundations for the South Esk River (Hadspen) and Victoria Bridge duplication (Devonport).
- Cooee Bypass
- East Tamar Outlet extensions.

The last included an electro-osmosis trial and settlement loading trials.

QUALITY MANAGEMENT

The development of Quality Management in Roads Division continued. From 1 January 1990 all Federally-funded construction contracts were let under quality management principles. This has been the catalyst for significant improvement and streamlining of specifications which will be an ongoing task.

Major effort was also directed to the preparation of written procedures for the different functional groups within the Division. These procedures serve two functions:

- Provision of guidance to staff on a wide range of issues.

- By documenting existing practices and situations they serve as a basis for future improvement.

The objective to date has been to satisfy Federal Government requirements as administered through the Australian Centennial Road Development Act. This has been achieved and the Division is now seeking to broaden the scope and application of Quality Management to encompass the concepts of:

- Meeting the needs of all customers.

- Involving all staff at all levels.

- Continuous improvement in all processes products and services.

COMPUTER SYSTEMS

During the year systems were developed and implemented within the Roads Division to control:

- Inventories of all State and Council roads
- Pavement management ratings
- Staff skills and development
- Graduate Engineer rotation control
- Improvements to the Bridges Inventory
- Contracts correspondence tracking
- Evaluation of tenders for Depot Management
- Evaluation of systems for field costing

TRAFFIC SERVICES

As a result of Departmental restructuring it was decided to conduct a review of both the Traffic Services Section and Traffic Design Section of the Road Design Group. The outcome was rationalisation of the overall operation and merging of the two sections within the Planning and Traffic Group of the Roads Division.

The major tasks of this new Traffic Service Section will include all traffic investigations with appropriate recommendations for control of any alleged hazardous location on the State Classified road network.

The number of traffic counting stations will be reduced to 30 permanent stations and some 150 coverage counting stations. The continued development of new computer software will result in an improved style and format of traffic publications at more regular intervals.

Existing "Culway" sites are to be maintained with the aim of reviewing any future needs or extra development in some two years time.

There will be a continued heavy involvement both with the general public and advisory committees in all directions, service, tourist and regulatory signing on the State Road network.

TRAFFIC MANAGEMENT

The year has seen the Department further promote through the Traffic Engineering Branch of the Transport Division physical traffic control devices around the State as necessary measures to achieve accident reductions, reduced speeds and generally a calmer traffic environment. As such works require funds from local government the difficulty in the past has been to gain acceptance for physical control devices. It is encouraging that a marked increase in the installation of such devices was achieved this year.

In total some 30 traffic control devices were designed and approved and installed by councils, including four pedestrian refuges and five roundabouts. A further ten median islands were installed. Councils have also accepted the benefits of road humps with the result that some ten locations were provided with these devices.

Resources through the year were heavily committed to responding to the many public and agency traffic problems. Investigations resulted in approval being given to 693 traffic management changes or improvements, a 16 per cent increase over the previous year.

The group saw the successful completion of the introduction of a resident permit parking scheme by the Hobart City Council during the year.

One traffic study was completed during the year. The study examined the traffic improvement needs of local and regional roads in George Town as well as recommending traffic control measures for the proposed Catamaran Ferry Service to George Town.

Another major study in which the group has been heavily involved is the Hobart/Glenorchy Transportation Study (HoGlen). A computer model using the TRANPLAN Transportation Planning Package has been developed from the extensive survey data collected late in 1989. This model is now being used to address strategic planning issues for the study.

TRAFFIC SIGNALS

Traffic signals provide low-cost solutions to traffic conflicts at intersections and in most cases defer the need for costly road works.

During 1989/90 the TASMAN system, which presently provides central computerised control for the synchronisation of the traffic signal network at Hobart and Burnie, was extended to Launceston in a limited capacity. The Launceston system at present is connected only to Wellington Street and Bathurst Street. The control room is located at the Police Headquarters Building in Cimitiere Street and closed circuit TV cameras are being installed for surveillance at intersections along the Wellington Street and Bathurst Street routes. Separate link plans are operating in Tamar Street temporarily to ease peak traffic congestion. The link will be connected to the main control system during 1990-91.

During the year new traffic signals were installed at 4 locations in the state and modifications to existing traffic signals took place at 5 sites. Audio-tactile devices were installed at three locations. A detailed list of the above locations is given in the appendix.

The Department's Traffic Signals Group manufactures much of its own hardware for use in traffic signals and supports local manufacturers and suppliers.

During the year a traffic data logger previously developed in-house to collate survey data on volume, speed distribution and classification functions

for translation into graphical form for use by the Branch's traffic engineers was placed into regular use. Additional units are under construction to replace imported units presently used in the regional areas.

An alternative software package developed provides for the data logger cartridge to remotely control the pan, tilt, zoom and focus of traffic surveillance cameras at considerable cost savings.

The Group is currently in the process of evaluating a computer based survey on the lifetime of traffic signal lamps to obtain the optimum time for replacement of individual types and determine cost effectiveness for the use of long life lamps.

TRAFFIC SIGNAL CONTROL ROOM

Live reports on 7HO and 7ZR radio stations together with the occasional report on 92FM continue to provide information to motorists in daily peak hour periods. Many school groups visited the control room during the year and the facilities were utilised by Tasmania Police for escort duties and management of parades/marches conducted through the city area.

The Hobart central computer control system has been upgraded to facilitate a larger co-ordination software package and reduce maintenance costs.

JETTIES, SLIPWAYS AND FISHING FACILITIES

Some 50 jetties, slipways, boat ramps, training walls, and navigation lights are vested in the Minister for Roads and Transport under the Roads and Jetties Act. Many of the jetties are timber structures requiring regular maintenance. In 1989/90 major maintenance works were undertaken on Strahan Fishermen's Jetty, Bicheno Landing Stage and Strahan and Dunalley Slipways. A policy for review of need, usefulness and change of usage was implemented for timber structures nearing the end of their useful life. This resulted in demolition of Bridport Landing Stage and possible future reduction in length of South Arm Jetty.

Capital expenditures on Jetties and Facilities for Fishermen centred on replacement of timber cradles with steel cradles at Bicheno and Lady Barron Slipways. In addition, remaining steel cradles for Strahan 100 tonne slipway were commenced in fabrication to bring this important facility up to its full design capacity. Training wall raising and pilot dredging was completed at Bridport, substantially advancing the Port Improvement Study at Bridport.

Major capital works have been undertaken in recent years under Ports Upgrading resulting from Government's commitment to providing infrastructure for the fishing industry in the landmark 1982 Tasmanian Fishing Port Study. Major expenditures in 1988/89 were on the grant to King Island Council for construction of a protective breakwater in the Port of Currie and off-site works on a new Jetty in Currie. Following escalation in the estimated cost of the jetty the Parliamentary Standing Committee on Public Works held a second hearing into the project. Site works were delayed through a difficulty with the supply of marine grade steel piling for the jetty.

Close liaison with the fishing industry through the Department of Primary Industry, Division of Sea Fisheries and industry bodies, Tasmanian Fishing Industry Council and Professional Fishermen's Association of Tasmania was maintained.

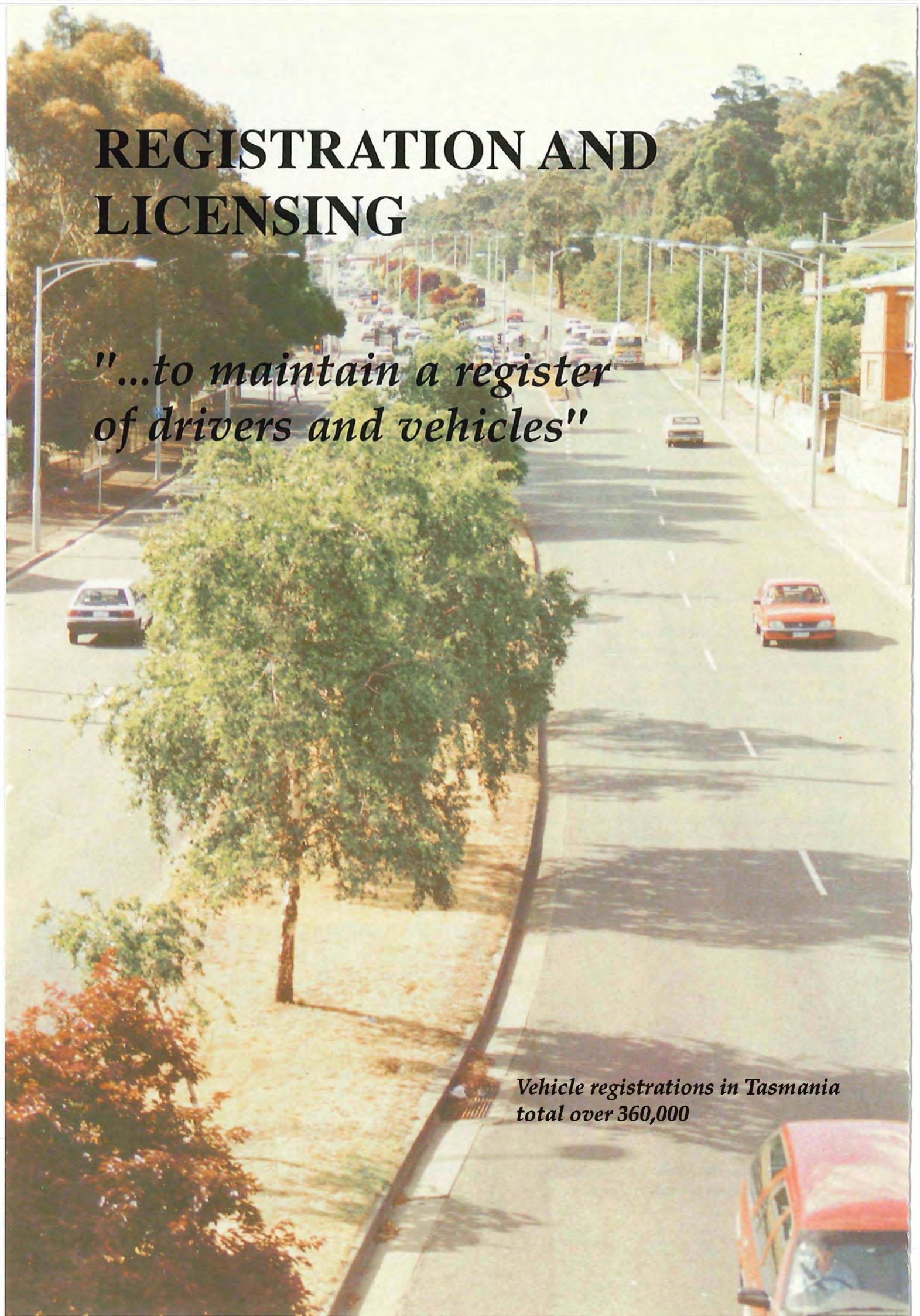
AIRSTRIPS

The Department owns and is responsible for the operation of the aerodrome at Smithton and authorised landing areas at Bridport, Cape Barren and Melaleuca. No major capital or maintenance projects were undertaken during the year.

The new wharf under construction at Grassy on King Island

REGISTRATION AND LICENSING

"...to maintain a register of drivers and vehicles"



Vehicle registrations in Tasmania total over 360,000

INTRODUCTION

The Department's third role is to administer and regulate transport services in the state. While this involves principally the registration of vehicles and licensing of drivers, the Department is responsible for the regulation and control of buses, taxis and road freight services. In addition the Department now administers the provision and funding of student transport services, transferred from the Department of Education and the Arts in December 1989.

Licensing and regulatory functions are carried out principally by the Transport Regulation Branch of the Transport Division. Director of Transport Regulation and Registrar of Motor Vehicles is Warwick Counsell. Student Transport Services are administered by the Student Transport Unit, also part of the Transport Division. Project Manager for the duration of the transfer from the Education Department was Bert Elson with Stuart Davies being appointed early in the 1990/91 year to the newly created position of Manager, Student Transport.

MOTOR REGISTRY

The Motor Registry is responsible for all driver's licensing and vehicle registration matters.

It also manages the organ donor register, the transport and parking concession scheme and motor cycle rider training scheme.

The Motor Registry head office is located in Hobart with regional offices located in Launceston (2 offices), Burnie and Devonport.

DRIVER AND RIDER LICENSING

During the year 18,320 tests were conducted by testing officers resulting in 14,066 drivers licences being issued or re-issued.

On 30 June 1990 the following driver's licences were on issue:-

Learner	15,906
Provisional	7,912
Basic	269,245
Restricted	666

During the year 7427 licensed drivers were disqualified from driving for the following offences:-

Drink Driving	5,016
Accumulation of Demerit Points	1,347
Other offences	1,064

LICENCES TO DRIVE PUBLIC PASSENGER VEHICLES

Every driver of a coach, cab or hire car must hold a passenger vehicle certificate. These are issued following a medical examination, special tests on the regulations and a character check. Persons who breach the road low or commit other undesirable offences may have their passenger vehicle certificate cancelled. During the year 846 passenger vehicle certificates were issued.

CONVERSION OF OVERSEAS DRIVERS' LICENCES

Since November 1988 persons arriving from overseas have been required to pass a driving test before being issued with a Tasmanian driver's licence. This counteracts the poor testing standards and procedures in some overseas countries and combats the black market in illegal driver's licences.

MOTORCYCLE RIDER TRAINING

Transport Tasmania conducts two levels of motorcycle rider training courses. Level 1 must be completed before a learner's licence may be obtained while Level 2 is a prerequisite for a provisional licence. 158 Level 1 courses were conducted at Hobart, 81 at Launceston, 58 at Penguin and 40 at other country centres. The courses were successfully completed by 1,348 persons. 63 Level 2 courses were conducted at Hobart, 37 at Launceston and 29 at Penguin producing 516 graduates.

ORGAN DONOR REGISTER

The organ donor register was established to record the names of people prepared in the event of premature death to donate their vital organs.

The register is managed by the Motor Registry and by 30 June 1990, 57,240 persons were registered as potential donors.

VEHICLE REGISTRATION

During the year 17,780 new motor vehicles were registered for the first time and 21,628 previously registered vehicles were added to the register including those imported from interstate. Allowing for lapsed registrations and cancellations the net increase in the number of vehicles registered was 14,162.

As at 30 June 1990 there were 361,372 vehicles with current registrations, viz

Cars, station wagons	219,735
Utilities and vans	45,233
Trucks	19,417
Buses	1,945
Motor cycles	6,184
Other motor vehicles	8,520
Trailers, caravans etc.	60,338

VEHICLE SECURITIES REGISTER

The Motor Vehicles Securities Register was introduced in November 1984 to enable financiers on payment of a fee of $10.00 to register their security interests in any vehicles registered in Tasmania.

The register may be checked free of charge by attending or telephoning any Motor Registry office. Certificates verifying details are available for $2.00. As at 30 June 50,603 vehicles were recorded on the Register. During the year there were 36,574 requests for information from the register and 8,838 certificates were prepared.

PUBLIC VEHICLES

The Department is responsible for the licensing and control of public vehicles, and the maintenance of the rail protection system. All vehicles engaged in the conveyance of goods or passengers for hire and reward are required to be licensed as public vehicles.

Public vehicle licences are issued in the following categories:
- Cart (Carrying goods for hire and reward)
- Carrier (Carrying goods between two points on a set route at set times)
- Ancillary (Carrying only goods associated with a business undertaking operated by the licensee)
- Coach (Passenger carrying over a set route on a set timetable)
- School Coach (Coach contracted to the Transport Commission to carry children to and from school)
- Omnibus (Used for charter work)
- Hire & Drive (Driven by the person hiring the vehicle)
- Cab/Hire Car (Carrying passengers for hire and reward)
- Aircraft (Aircraft operating on a set timetable between set points in Tasmania)

The Transport Commission grants or refuses public vehicle licences. Decisions of the Commission may be appealed. Details of the appeal process are given on page 57 of this report.

During the year there were 2,771 applications for Public Vehicle Licences of which 63 were refused and 97 withdrawn. Of the remainder 25 warranted formal hearings or enquiries. During the year 1,673 public vehicle licences were transferred. A total of $165,267.25 was collected in public vehicle licence fees. In addition an application fee has been in force since 1987. The fee ranges from $10 for an ancillary licence, $50 for a cart to $200 for a coach. During the year $38,284 was collected in application fees.

Details of public vehicle licences issued and on issue are given in appendix XIV on page 79.

ANCILLARY PERMITS

Special ancillary permits have been issued since 1 July 1989 to allow cars and light vans to use loading zones for the loading and unloading of goods in the course of business. These permits cost $nn and during the year nn were issued raising revenue of $26,000.

RAIL PROTECTION

The new system of rail protection fees, which replaced the old out of area permit fees has been in operation since 1987. The new system provides for the the payment of fees where the selected items in loads greater than 7 tonnes are carried by road for distances in excess of 100 km. The list of goods is:
- Cement (bulk)
- Fertiliser (bulk)
- Logs
- Timber
- Coal
- Acid
- Lime products

A total of $181,609 in rail protection fees was collected with 13 successful prosecutions for operating without payment of fees generatingf $856 in fines and $291 in costs.

STAR RATING SYSTEM

A star rating system for coaches was introduced in 1989. During the year the Department completed the allocation of star ratings. From July 1991 conditions will be allocated to buses in line with the rating of the vehicles. For example only a five star coach will be allowed to oparate statewide charters, coaches of a lower rating being limited to local areas.

TAXI BUY BACK SCHEME

During the year there were no prescribed cab licences surrendered or reissued. At the commencement of the scheme in 1984 there were 236 prescribed licences and as at 30 June 1990 there were 218. During the year 26 owner transfers took place at a cost of $3,000 each. An additional $10 per licence holder per annum is charged.

OFFENCES

During the year 64 cases of operating vehicles without public vehicle licences were detected and prosecutions laid against the alleged offenders. In addition 7 licence holders were charged with using vehicles contrary to the conditions of licence.

NEW SERVICES

Officers of the Vehicle Licensing Branch are actively engaged in encouraging coach operators to provide additional coach services throughout the state, particularly to remote and unserviced areas.

During the year many new services were established with co-operation and assistance provided by officers of the branch.

These included:
- Bruny Island to Hobart Schools (students)
- Kempton to Claremont Education Park (students)
- Shearwater to Ulverstone via Latrobe (students)
- Launceston to Launceston airport
- Devonport to Latrobe
- Devonport to Lake St Clair via Bronte Park
- Launceston to Comalco, Bell Bay
- Sorell to Tasman Peninsula
- White Hills to Launceston Grammar (students)

In issuing coach licences, conditions such as timetables, routes and fares are imposed. These are published and updated twice each year. They are available to the public.

The star rating sticker displayed on a coach

INSPECTION AND ENFORCEMENT

Vehicle inspection and enforcement of load and dimension limits in Tasmania improve road safety and protect roads from damage due to overloaded vehicles. Transport inspectors conduct roadside safety checks on cars and motorcycles, buses and trucks, inspect them before they are accepted for registration, escort overwidth loads, weigh trucks and check that their loads are securely fastened.

Manpower levels and extended leave commitments returned to normal levels during the year, due mainly to the engagement of three Transport Inspectors.

The total number of inspections rose by 20% compared with 1988/89.

There was a continued emphasis on road side safety checks which resulted in the total number increasing by 21%. Weighing of trucks increased by 13%. Pre-registration inspections also increased by 16%.

INSPECTION STATIONS

The Department continued the operation of inspection stations in Burnie, Devonport, Hobart and Launceston.

The development of the Burnie inspection station and motor registry was completed and officially opened on 21 December 1989. The new facility introduced state of the art vehicle testing technology in the form of a suspension play detector and roller brake tester machines.

These enable more comprehensive testing of safety components such as steering linkages, suspension components and brake effectiveness.

The heavy transport industry have recognised the benefit of using this equipment and has accepted its use.

The associated modern office and amenities facilities have been welcomed by staff and public alike.

Design development for a new vehicle inspection facility in Hobart was finalised. This will be located in the now vacant depot workshop building at Metro Division, Mornington.

There will be two pits for car and light commercial inspections and a third drive through pit for heavy vehicles.

The associated office facilities for Transport Inspector's will be a long awaited improvement to those currently in use at Sun Street.

There will be adequate facilities for parking of cars and heavy vehicles and an associated motor registry office.

It is planned to commence construction in July.

ROADSIDE TRUCK CHECKS

To enable tougher on-road enforcement and detection of heavy vehicle defects, each region is being supplied with specially fitted utility vehicles. These can be quickly deployed and contain jacking equipment and tools to check brakes, steering and suspensions on trucks and other vehicles.

The on-road presence of Transport Inspectors has significantly increased but the continued level of safety defects found demonstrates the truck industry has not heeded the concerns for road safety relayed from the Transport Division.

PROSECUTIONS

While the level of Traffic Infringement Notices issued was similar to 1989, the total number of cases heard during the year by prosecution section increased by 12%. The number of successful prosecutions also rose by 15%.

Total fines amounted to $145,900 and special penalties $95,400 (not including TINs).

The main offence continues to be overloading of vehicles followed by "failure to transfer registration", and "unlicensed driver".

INSPECTION OF COACHES

All coaches are inspected every six months. Total inspections amounted to 3,041 of which 868 were re-inspections.

The star rating system for coaches, which is administered on behalf of the bus industry by the Transport Division, has been operating for almost two years. The rating system has been well accepted by the tourist and bus industry and will be continued. However, to overcome some minor administrative and technical problems and to improve clarification of ratings, the system is being reviewed.

The review, to be completed next year, will be undertaken in conjunction with the bus industry.

IMPORTED VEHICLES

The proclamation of the Federal Motor Vehicle Standards Act, in August 1989, has made it an offence to import or sell to the Australian Market new or secondhand vehicles manufactured after 1974 which do not have an Australian compliance plate affixed or be exempted by the Federal Administrator. The Act ensures that any vehicle to be used and registered must meet the Australian safety and emissions standards applicable for the time of manufacture.

Compliance plates may be obtained only from the Federal Office of Road Safety.

Vehicles built prior to 1974 will be registered based on a consulting engineer's report certifying modifications which are required to meet Australian safety standards.

New vehicle inspection facilities

STUDENT TRANSPORT SERVICES

On 12 December 1989 the administration of student transport arrangements was transferred from the Department of Education and the Arts to the Department of Roads and Transport. The move was made as part of the Government's rationalisation of Government Agencies and will allow better integration of the student transport function with the bus licensing and planning functions of the Transport Division and with the operations of Metro.

The Student Transport Unit is responsible for providing assisted transport to school for students living outside the Metro areas of operation and travelling more than 3.25 kilometres to school. That assistance takes the form of free contract school buses where numbers are great enough and no alternative public transport exists. In addition a kilometre allowance is paid to parents where private vehicles are used and a subsidy to private bus operators where their recommended single ride fare is greater than 70 cents (80 cents from July 1990).

Detailed statistics of student transport services, both financial and operational, are given in appendix VI.

Following the transfer to the Department of Roads and Transport, officers of the Unit identified key issues requiring attention. These included:

- severe overcrowding on many routes due to increased retention rates in senior secondary colleges and a trend for middle income families to move to semi-rural properties on the urban fringe requiring increased levels of student transport. The safety risk of these overcrowded buses resulted in 7 additional buses being brought into service.

- The need for revision to services and extra buses because of the decision by the Department of Education and the Arts to alter the hours of operation of many high schools and senior secondary colleges in the State. Twelve school bus contracts required revision or extension to cope with these changes.

- The need to end many of the anomalies and inequities in student transport arrangements. The major anomaly is the situation where 22,000 students travel to school free each day while up to 19,000 (11,000 on Metro and 8,000 on private buses) pay fares up to $8.00 for weekly travel by bus to school. A proposal to implement a uniform fare for travel to school on any type of bus irrespective of distance travelled was prepared. The proposal was put to Government with expected implementation during the current financial year.

- The need to rationalise contract school bus services further. This can be achieved through:
. revision of guidelines and/or
. reviewing contracted services
By 30 June moves had been made to end the payment of allowances for school excursions, to review the method of calculating payments to bus operators and instigate new procedures to more accurately monitor the current status of all school bus contracts. The process of carrying out a review of the school bus contracts in an area takes several months. Following the announcement that services would be transferred from the Department of Education and the Arts that Department had wound down its review program. Only a small number of reviews took place in the six months ending 30 June 1990 though much work was carried out to identify areas requiring work and an extensive review campaign has followed the start of the new financial year.

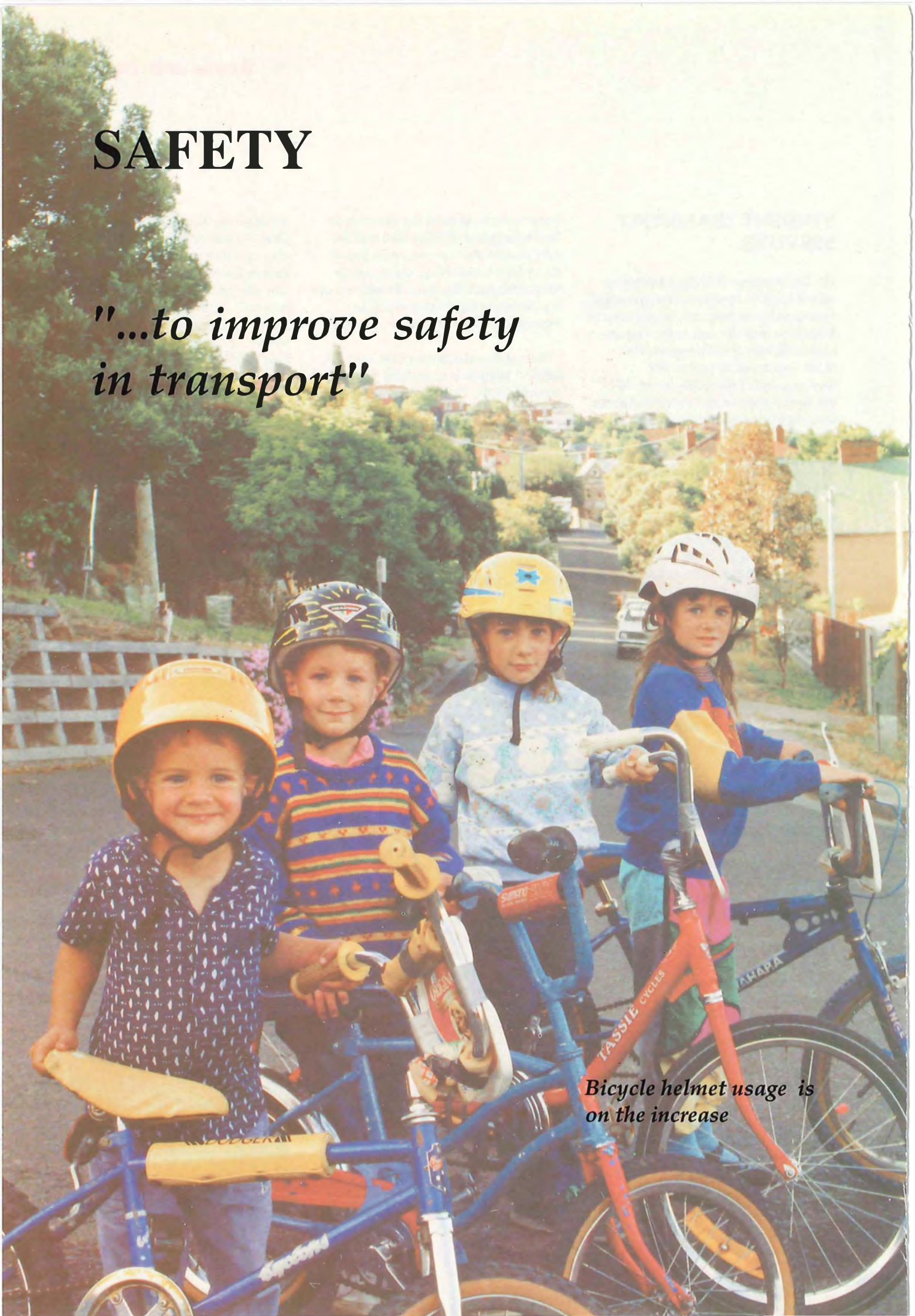
- The need to streamline the processing of Conveyance Allowance claims. A computer system was proposed as a solution to the problem of processing conveyance allowance claims. The complexity of the scheme and the methods of calculating payments has delayed implementation to the new system. Other new procedures have been put in place, however, such as a move from paying bus fares subsidies to parents to one where the subsidies go to bus operators. This will reduce the number of payments in this category made to less than 40, and will remove incentives to defraud. In future any fraudulent claim submitted by a parent will generate a payment, not to the parent, but to a bus operator.

The year finished with the State's fine record of no child ever having been killed in an accident involving a contract school bus being upheld. The challenge for the next 12 months is to maintain levels of safety and service while implementing major rationalisation to the system.

Contract school bus

SAFETY

"...to improve safety in transport"



Bicycle helmet usage is on the increase

INTRODUCTION

Road safety is a key element of the Department's role. Road safety is tackled from several different directions, namely road safety co-ordination, accident research, road safety education in schools, community road safety education and promotion, hazard containment, and highway safety.

Detailed elements of the Departments road safety role are:
- Co-ordinating safety related activities of relevant agencies involved in road safety in Tasmania
- Disseminating road safety and accident analysis information to relevant bodies
- Developing and rationalising Tasmanian traffic regulations
- Developing and carrying out school based road safety education programs
- Presenting mass media road safety campaigns
- Monitoring and recommending improvements to hazardous road locations

Key Departmental officers responsible for road safety are Milan Prodanovic, Acting Chief Traffic Engineer and Dr Mark Leggett, Manager, Accident Research, both in the Traffic Engineering Branch of the Transport Division and Barry Madden, Director of the Office of Road Safety also in the Transport Division.

ROAD SAFETY CO-ORDINATION

In Tasmania, as in most jurisdictions worldwide, responsibility for traffic safety is by its nature widespread, involving many agencies and individuals in all parts of the State.

Also by its nature, traffic safety from the road users' point of view is enhanced by the existence, Tasmania-wide, of standardised high-quality road design, road facilities and road management practices.

Against this background the Department places a prime emphasis on fostering communication between all those involved with road safety in Tasmania. This assists in providing opportunities for practitioners to increase their awareness of current road safety standards and best practices and helps to provide a co-ordinated approach to road safety management in the State. To this end the Department initiates or contributes to a vigorous Statewide programme of meetings, seminars and publications. In 1980/90 these included the following:

ROAD SAFETY STRATEGY COMMITTEE (RSSC)

The Road Safety Strategy Committee wound up in October 1989, comprised officers from a range of Tasmanian Government and private organisations. It advised the Government on road safety issues.

Representatives of the Traffic Engineering Branch contributed to the deliberations and working of the RSSC. Accident trend analyses were provided to each of the approximately quarterly meetings.

In October the Road Safety Strategy Committee recommended that it be developed into the Road Safety Advisory Group and the Road Safety Consultative Committee.

ROAD SAFETY ADVISORY GROUP

This body is comprised of representatives recognised in the field of road safety from the disciplines of enforcement, education and engineering, and provides research-based advice to Department heads on road safety management. The Road Safety Advisory Group meets approximately monthly.

ROAD SAFETY CONSULTATIVE COMMITTEE

Expanded from the Road Safety Strategy Committee, the Road Safety Consultative Committee has members from a wide range of professional and community groups with an interest in road safety. The Committee, which meets approximately three-monthly, provides advice to the Minister for Roads and Transport on road safety matters.

ROAD SAFETY LIAISON GROUP (RSLG)

The RSLG, initiated in 1981, has the aim of providing regional forums for road safety practitioners to discuss practical safety issues, particularly of an inter-departmental nature. The Traffic Engineering Branch chairs and provides secretarial services to the RSLG. During 1989-90 the RSLG considered a wide range of contentious issues associated with road safety in Tasmania. The Committee meets bi-monthly.

SEMINARS IN CONNECTION WITH TASMANIA POLICE TRAFFIC CONTROL

The Department, through the Traffic Engineering Branch, contributes research and specialist management services to Tasmania Police Traffic Control. In connection with Police Traffic Offence Deterrence Operations, the Manager (Accident Research), in conjunction with senior Police, gave seminars to officers from the over forty police stations now conducting deterrence programs.

PUBLICATIONS

During the year the Department issued three editions of Traffic Safety Trends Newsletter and four editions of Truck Accident Update Newsletter. Four editions of the National Per Capita Fatality Trends newsletter were also prepared.

MAJOR ROAD SAFETY SYMPOSIUM: "LIVING WITH OUR ROADS"

Departmental officers contributed to the formulation of the agenda and two of the nineteen papers delivered at this major symposium. The symposium was held at the Police Academy, Rokeby, in April under the auspices of the Australian Doctors' Fund and the Royal Australasian College of Surgeons.

FUTURE DIRECTIONS IN ROAD SAFETY

During the year the results of two key studies in road safety in Tasmania were published.

1. Tasmanian Road Toll Countermeasures

This report was prepared by the Road Safety Strategy Group. The recommendations it makes are at the cutting edge of road accident reduction in Australia. Recommendations are made in the areas of:

- Upgrading of enforcement
- Targeting education and publicity
- Improving driver licensing
- The deterrent value of traffic law and enforcement
- Engineering action

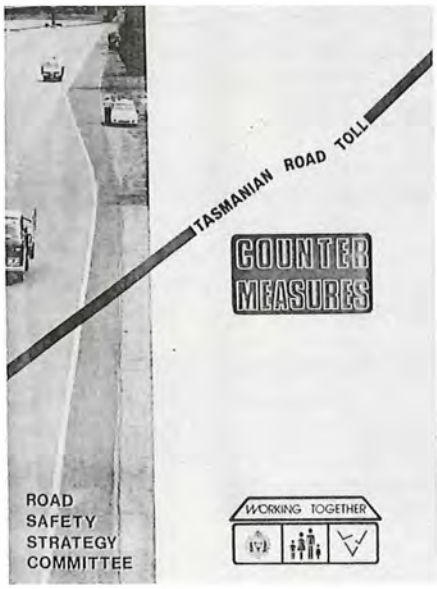
The report gives the Government clear directions it can take to lower the road toll.

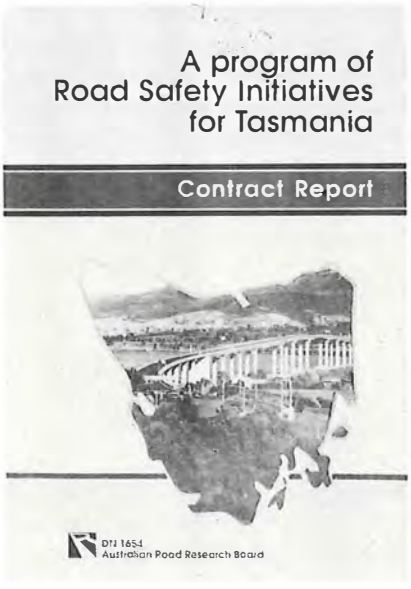
2. Road Safety Initiatives for Tasmania

This report was prepared by a study team led by Jim Jarvis of the Australian Road Research Board on a consultative basis to the Road Safety Strategy Group.

Its suggestions provide a long term cost effective approach to road safety in Tasmania. It provides the newly formed Road Safety Advisory Group a basis for ensuring that the best return is obtained on dollars spent on road safety in the State.

Together the two reports provide the basis for long term co-ordination and development of road safety action and accident countermeasures in the State and are a milestone in Tasmanian road safety.





ACCIDENT RESEARCH

The Accident Research Group, within the Traffic Engineering Branch maintains the State's computerised traffic accident database and provides technical reports and policy analysis to a range of agencies and individuals concerned with traffic safety management in Tasmania. These include:

- Traffic Engineering Branch
- Tasmania Police Traffic Control
- Roads Division
- Office of Road Safety
- Local government authorities
- University and other researchers

An ongoing Statewide automated speed survey program is also carried out.

OFFENCE DETERRENCE OPERATIONS

Offence deterrence involves the computerised scheduling of small numbers of static police vehicles over extensive sections of the road network to deter traffic offences. Since its inception in 1984 the method has been associated with significant accident reductions on enforced routes and, as a result, has become more widespread in operation. The number of offence deterrence programs in operation has increased from 3 in 1984 to 46 in 1990.

The Accident Research Group provides technical management services to Tasmania Police for Offence Deterrence Operations. These services involve recommendations on relevant sites for operations, computerised scheduling for manpower deployment, and accident-based evaluations of program effectiveness.

In June 1990, the Group published a review of the performance of 26 Offence Deterrence Programs. The results showed that an overall 26% accident reduction had been achieved, representing a benefit:cost ration of 25:1. This result represents an annual saving to Tasmania of approximately $2.8 million in accident social costs and a 6% decrease in the State's entire fatal road toll.

In March 1990 the Manager, Accident Research was an invited speaker on the offence deterrence approach at the Australian Doctors Fund "Why Can't We Live With Our Roads" Conference in Sydney. The address led to a further invitation to visit NSW to establish Offence Deterrence Operations on the Pacific Highway, scene of disastrous bus and truck crashes in 1989. These operations commenced in June 1990.

HAZARDOUS ROAD LOCATION PROGRAM

In December 1989, the Prime Minister announced a ten-point road safety plan involving as one component the offer of $6 million over three years to Tasmania for 'black spot' safety improvements.

The Accident Research Group has provided major input into the development of a Tasmanian program for the cost-effective utilisation of these funds, including design of methodology for site selection, development of techniques for assessment of potential benefits of proposed treatments, and secretariat duties in connection with local government consultation.

TASMANIAN ROAD TOLL COUNTERMEASURES REPORT

The Research Group provided considerable content, as well as drafting and editing services, for the above report published by the Road Safety Strategy Committee. The report made recommendations for a range of new, cost-effective programs for immediate implementation to combat the elevated road toll which had developed by September 1989.

ONGOING ACTIVITIES

PROBLEM SITE ASSESSMENT

During the year 58 fatal accident sites were reviewed and recommendations made for improvements where warranted. Under the impetus of the Federal Black Spot Program, a much larger than average number of 'black spot' sites were reviewed - some four hundred in number. From these, over one hundred were recommended for specified cost-effective treatments by a committee involving representatives from Transport and Roads Divisions.

TRAFFIC ACCIDENT APPLICATIONS

Using computer-assisted methodology, traffic accident analyses on 378 different topics were produced during the year, up 11 per cent on the previous year.

SPEED SURVEY PROGRAM

Twelve permanent vehicle sensing stations have been installed across the Tasmanian road network. From these stations on both highway and local roads, twice-yearly surveys are made of all vehicle speeds by means of computerised speed survey equipment.

Such surveys enable an indication to be gained of trends over time in the speed behaviour of road traffic. During the year a report on highway speed trends was completed.

INFORMATION SERVICES

Accident trend briefings were provided to the Road Safety Strategy Committee and the Road Safety Strategy Working Group at their meetings throughout the year, and then to the new Road Safety Advisory Group.

Three issues of the Traffic Safety Trends newsletter were produced during the year. Three hundred copies of this newsletter are circulated to members of the police, staff of Roads Divisions, Road Safety Officers, Motor Accident Insurance Board personnel and others associated with traffic safety in Tasmania.

In addition, the Accident Research Group provides a quarterly Accident Update to heavy vehicle operators and publishes a nationally circulated statistical report bimonthly per capita road fatality trends.

During the year the Manager (Accident Research) gave various seminars and lectures to police and road safety groups.

Included this year were three invited interstate meetings: Australian Doctors' Fund Road Safety Symposium (on road safety management); consultancy to NSW Road Traffic Authority and NSW Police (road safety management and enforcement); and consultancy to Federal Office of Road Safety (safety of young roadusers).

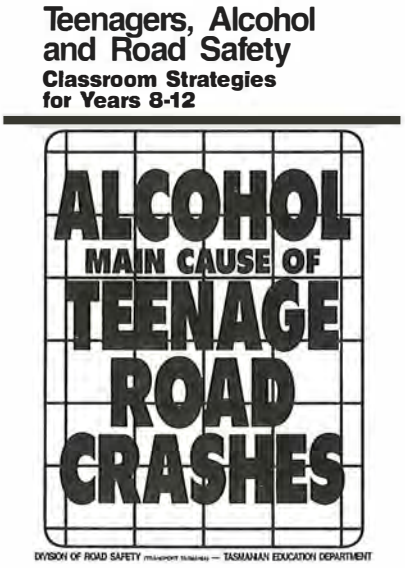
ROAD SAFETY EDUCATION IN SCHOOLS

The Office of Road Safety places considerable emphasis on its school based education program on the grounds that the difficult task of influencing road users to adopt safety conscious attitudes and behaviors is best achieved when directed at young people in their formative years. Accordingly, road safety officers have presented a number of road safety units ranging from the "Bike Ed" and "Out and About" programs for primary school children to pre-driver education courses for secondary students. They have also actively encouraged teachers to participate in this process by providing them with resources and general advice and assistance. As a consequence of this overall activity, student enrolment in road safety studies during the year was relatively high.

A major boost to the goal of maximum student involvement in these studies was provided by the introduction of the curriculum on the issue of under age drinking and its consequences for road safety. It aims to alert upper secondary school students to the dangers of excessive drinking and to prepare them for the pressures to engage in it through their participation in a series of values clarification and personal growth exercised. Developed with the Department of Education and The Arts in a joint venture, the content and format of the workbook and supplementary video materials are suitable for inclusion in the new Health Education syllabus offered at all Government schools.

Another important achievement has been the revamping and extension of the year 10 pre-driver education course to enable it to be presented as a Schools Board endorsed Tasmanian Certificate of Education unit. The first time in Australia that a road safety subject of this kind has been officially recognised by a state's governing subject certification body, it should result in increased student participation in this important subject. The fact that this 25 hour unit has also been designed for inclusion within the 100 hour Tasmanian Certificate of Education Health Syllabus reinforces the likelihood of this occurrence.

A new approach to tackling under age drinking



COMMUNITY ROAD SAFETY EDUCATION AND PROMOTION

The Office of Road Safety conducted the following mass media publicity campaigns which were intended to encourage the community to adopt safer practices on the road.

CHILD RESTRAINT CAMPAIGN

The "Buckle Them In Firmly" promotion held in conjunction with the Tasmania Police was spearheaded by the Office making available 500 baby safety capsules to restraint hire schemes operated by the Red Cross Society and eleven local Government Councils. It increased restraint usage around the state from 58% to 68%.

BICYCLE HELMET CAMPAIGN

The pre Christmas bicycle helmet promotion, "Use Your Head and Save Your Child's" was presented in association with the Office's distribution of 5,899 $10 helmet subsidy refunds to assist families to purchase this life saving headgear.

Following the campaign, a comprehensive survey suggested that the helmet wearing rate for primary aged cyclists is now 61% while the comparable figures for secondary students and cyclists as a whole are 13% and 36% respectively. This compares with a figure of less than 3% when the Office commenced its promotions 3 1/2 years ago.

EASTER AND CHRISTMAS CAMPAIGNS

A heightened danger awareness campaign combined with increased police reinforcement at Easter contributed to the fatality free record achieved during this critical period. The Office also participated in the RACT "Safety Pledge" promotion which seemed to achieve a similar result in that only 4 deaths were recorded during its presentation over the high risk pre Christmas period.

RANDOM BREATH TESTING CAMPAIGN

A market survey indicated that the intensive screening of the TV commercial, "Your Turn Next" which emphasises that Tasmania Police intend to breath test 3 out of 4 drivers was well received. More importantly, however, it seems likely that it assisted in bringing about the current trend of only a 19% alcohol involvement of drivers in fatal crashes compared with the usual figure of 33%.

Finally, as part of its community education function, the Office of Road Safety produced the documentary video, "You've Come This Far" which represents the centrepiece of a resource package designed to alert elderly pedestrians to the hazards they face and ways of overcoming them. This initiative was a joint project involving the Federal Office of Road Safety, the City of Clarence and the Department of Roads and Transport.

ROAD HAZARD CONTAINMENT

Most hazard containment functions centre on schools and their associated road networks. Once again it is pleasing to note that relatively few accidents occurred in this environment. This achievement was highlighted by the adult crossing guard service maintaining its fatality free record, an impressive accomplishment given that it is responsible for supervising no fewer than 14,000 individual pupil crossings at hazardous sites on a typical school day.

During the year the administration of student bus transport arrangements involving the movement of more than 40,000 students was transferred from the Department of Education and The Arts to this Department. This enabled the Office to improve the quality of its safety monitoring services by providing it with greater opportunity to investigate bus routes on a preventative rather than a reactive basis.

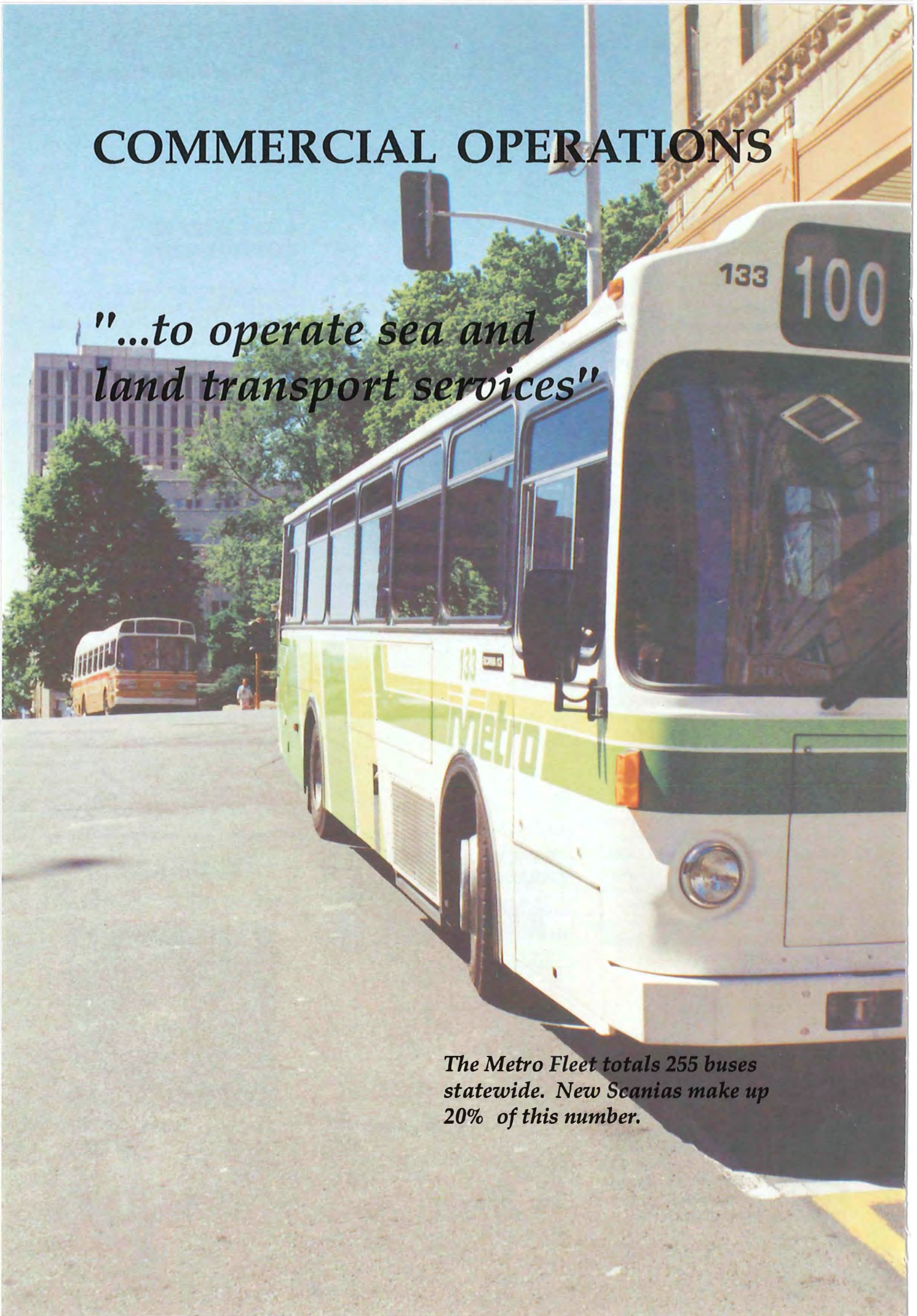
Two safety ads used during the year

SAVE YOUR CHILD'S HEAD
...AND $10
The Tasmanian Government will provide up to 3,000 $10 refunds on approved bicycle helmets purchased between November 23 and December 23,1989.
Here's how to get your refund:
Cut out and complete the application coupon
Attach it to the receipt for the helmet purchased
Mail the coupon and the receipt to:
$10 Helmet Refund Offer
Office of Road Safety
GPO Box 1685
HOBART 7001
Don't waste time. Act now!
Choosing your child's helmet
Select one of the brands on the coupon, and be sure that the helmet fits properly.
Conditions
Refunds are restricted to:
— Helmets bought for Tasmanian residents;
— Helmets bought from Tasmanian retail outlets between November 23 and December 23,1989;
— Approved bicycle helmets as listed on the coupon, which display the Standards Australia code AS 2063.
No more than two refunds can be claimed on each coupon.
The receipt must be attached to the coupon.
Up to 3000 refunds will be distributed on a strictly first come first served basis.
Further information
For helmet safety and refund enquiries, contact the Office of Road Safety (Hobart 38 9231), or your local Road Safety Officer at Bellerive (002) 44 2709, Launceston (003) 32 2673, Devonport (004) 24 0201, Burnie (004) 30 2347.
TCU
TRANSPORT TASMANIA
Office of Road Safety
USE BLOCK LETTERS
PURCHASER'S NAME
ADDRESS
POSTCODE
PHONE
AGE OF HELMET WEARER
SCHOOL (IF APPLICABLE)
RETAILER'S NAME
ADDRESS
BICYCLE HELMET DETAILS (✓ BRAND PURCHASED)
ATOM
AVENGE
CEBRA II
FLYING HORSE
GENELEC
GRAND PRIX
GUARDIAN
HALFTOP
HEADWAY
ESTHERA
LAZER
RIDESAFE
SAFETY RIDER
SENDVITZ
STINGRAY
TUFFED ME V
UZIMATE
ZAP CAP
The helmet serial number consists of a letter and six numbers across the end of either of these Standards Australia stickers, located on the outside of the helmet.
INSERT HELMET SERIAL NUMBER(S) HERE
DATE PURCHASED
DETACH MY RECEIPT AND APPLY FOR A REFUND
OF $
SIGNED
DATE
(PURCHASER)

Has the novelty worn off your child?
Remember when nothing was too good for your baby, including the best car child seat. Now she's older you may feel it's not so important. It is! In a crash an unrestrained child can be thrown into the dashboard. So when she outgrows her child seat, use a child harness or an adult seat belt with approved booster cushion.
You could also be fined up to $500 if your child isn't wearing an available restraint or seat belt.
Buckle them in firmly
For further information on child restraints/seat belts contact a Road Safety Officer on 38 9231 (Hobart) or 44 2709 (Bellerive).
DIVISION OF ROAD SAFETY

COMMERCIAL OPERATIONS

"...to operate sea and land transport services"



The Metro Fleet totals 255 buses statewide. New Scanias make up 20% of this number.

INTRODUCTION:

The principal role of the Department is to encourage the development of safe and reliable transport services with implied emphasis on the private sector to provide such services. However, it does have a role in running commercial transport operations where these are otherwise not provided or are more effectively provided by the public sector. Included in this category are public transport services in Hobart, Launceston and Burnie.

In 1985, with no commercial operator willing to provide a suitable replacement vessel for the Empress of Australia, the Government established TT Line and introduced the Abel Tasman onto the Bass Strait run. The Abel Tasman provides an overnight passenger, vehicle and freight service between Devonport and Melbourne. Following the resignation of Geoffrey Ede during the year the position of General Manager was held by Neil Aplin on an acting basis.

The Department's Marine Branch maintains the Bruny Island ferry in southern Tasmania and operates a shipping service to King Island. However, responsibility for the latter is soon to pass to the private sector. General Manager, Marine is Norm Macmillan.

Under the Metropolitan Transport Act (1954) The Department provides, through the Metropolitan Transport Trust (Metro Division), urban bus services in Hobart, Launceston and Burnie. Morrie Lowe was acting General Manager, Metro during the year. With Mr Lowe's retirement imminent a new appointment is anticipated early in the new year.

TT LINE

TT Line, while being a Division of the Department, operates as a commercial enterprise, relatively free of State Government constraints. Its principal role is the operation of the Bass Strait roll-on roll-off ferry "Abel Tasman" with the associated management of terminals at Devonport and Melbourne. In addition the Line operates a national reservations network to all states.

HIGHLIGHTS

The carriage of the one millionth passenger, the expansion of the sailing schedule to seven days a week and the celebration of the fifth anniversary of the MV Abel Tasman highlighted another successful year for TT Line.

A further increase in TT Line's operating profit and the addition of an extra 64 berths in a new hostel-style accommodation section on the "Abel Tasman" were additional highlights.

Already a major contributor to the Tasmanian economy, in particular the tourist industry, TT Line's operation gained increased prominence during the national air transport dispute in the first half of the 1989/90 financial year. The Line was granted an exemption by the Commonwealth Government allowing it increased passenger numbers on each sailing to assist in the movement of stranded travellers.. This was accomplished with the assistance of maritime unions.

For the months that the dispute spanned, TT Line carried 19,262 passengers in August, 23,000 in September, almost 26,000 in October and just under 22,000 in November.

TT Line's record of reliability was maintained with no scheduled sailings being missed in the 12 month period. The Line celebrated the carriage of its one millionth passenger on 9 June, 1990.

RESULTS

In the 12 months to June, 1990, TT Line recorded a trading surplus of $7.52 million and an operating profit of $8.27 million. The Abel Tasman carried a record 246,718 passengers and 58,558 vehicles.

This result was achieved despite:
(i) the Abel Tasman being laid up for its scheduled two week biannual survey, and;
(ii) being preceded by a record surplus and record passenger numbers in 1988-89.
Detailed operational statistics and operating results are listed in the appendix on p. 66.

"Abel Tasman entering the Mersey at Devonport"

ORGANISATION

The organisation of TT Line was re-structured during the year to make the operation more streamlined and effective. Three major divisions were established:

(i) Marketing (and reservations)
(ii) Operations
(iii) Technical

Heading these divisions as Deputy General Managers were Trevor Bond (Marketing), Rod Jackson (Operations) and Ron Dryden (Technical). Personnel and Industrial Relations was established and headed up by Geoff Wood. All report to the General Manager.

The position of General Manager was left vacant with the resignation in June of Mr Geoffrey Ede. Mr Ede had held the position of General Manager since November 1985. Mr Neil Aplin, Deputy Secretary (Transport), stepped in to the position of Acting General Manager in the interim.

The Abel Tasman itself is manned by two crews, each of 115 persons. The crews work a system of four weeks on, four weeks off.

TT Line welcomed Captain Des O'Connor during the year. He joins Captain Kevin Fleming on the bridge, the two alternating command of the ship.

TT Line is a totally self-sufficient operation with the crew fulfilling all of the functions necessary to see the Abel Tasman on its nightly 14-hour sailing.

ABEL TASMAN ADVISORY BOARD

Overseeing the performance of the operation is the TT Line Advisory Board. The Board comprises the Secretary, Department of Roads and Transport, (Chairman), Director of Tourism, Deputy Secretary, Department of Finance and Treasury, General Manager and four private sector business people. As at 30 June, these Board members were Mr John Macmillan, Mr Brian Winspear and Mr Tom Suttar. Mr Michael Doleman (Seamans Union of Australia) and Mrs Gillian Heydon (representing the travel industry) were appointed to the Board during the year. Retiring from the Board were former Director of Tourism, Mr. Gordon Dean and Mr Tom Jones.

The Board meets once a month.

MARKETING

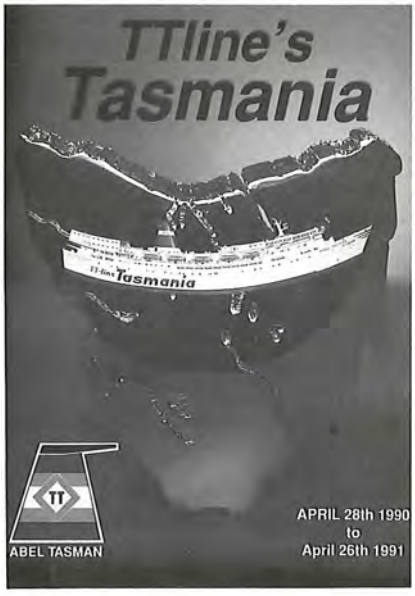
The Marketing Division was relocated from Hobart, to Station Pier, Melbourne, during the year in order to be centralised in the major market place.

The excellent marketing performance was reflected in the maintenance of the upward curve in passenger numbers. There was consistency in passenger numbers across the 12 months, averaging 20,000 passengers every month with a maximum of 25,999 in October, at the hight of the airline dispute.

The marketing program involves three campaigns based around the seasons - Autumn, Spring and Winter, supported with the production of TT Line's Tasmania booklet. The annual 28-page booklet, in its second edition, details sail-drive and accommodation-only package deals for mainlanders wishing to holiday in Tasmania. For the first time, TT Line produced a special TT Line's Mainland brochure, offering Tasmanians packages in Victoria.

Other individual initiatives were introduced to complement this program, including 'Naughty Weekender', day-visit and mid-week packages.

TT Line marketing campaigns



The expansion of the Abel Tasman service to seven nights a week from 28 April 1990 and the construction of a new 64-berth hostel-style accommodation section on the ship, provided new marketing opportunities, including weekender packages every second weekend to Melbourne for the AFL Match of the Day and better facilities for group travel.

The Line celebrated the carriage of its one millionth passenger on 9 June, 1990. TT Line is now the second largest holiday package wholesaler in Tasmania, behind Tourism Tasmania.

Development and research into a new reservations system was undertaken throughout the year. It is intended to seek tenders for a revamped system in the new financial year.

The Governor-General of Australia, Bill Hayden and Mrs Hayden, and the Premier of Tasmania, Mr Michael Field and Mrs Field were four VIPs to travel on the Abel Tasman during the year. Major group bookings were also made, including the Bicycle Victoria group and the Variety Club of Australia's annual Redex Variety Car Club Bash. Both saw the ship virtually booked out.

The Abel Tasman was also selected as a venue for the shooting of a scene in the Japanese film, The Tasmania Story - a film estimated to be seen by some 100 million Japanese. Special reference was made to TT Line.

TECHNICAL

The expanded sailing schedule placed increased onus on the technical department. New maintenance schedules were established and additional resources directed to accommodation.

Refurbishment of the restaurant deck excluding the Devils Kitchen was completed throughout the year.

TT Line's record of reliability was maintained with no scheduled sailings being missed in the 12 month period.

A successful dry docking was completed during July at Newcastle. This included major repairs to both rudders.

STAFF TRAINING AND DEVELOPMENT

Increasing the range and opportunity for staff training and development for both shore and sea-based employees was a priority of the year.

Training for stewards was conducted in Victoria but this program will be expanded to incorporate the Tasmanian College of Hospitality as a training Centre for TT Line stewards in the coming year.

Senior managers also undertook tertiary courses during the year in business management.

REPLACEMENT VESSEL

Investigations into the need and requirements for a replacement vessel for the Abel Tasman continued through the year with a special working party established by the State Government to investigate the issues involved.

A detailed report on the Abel Tasman replacement is given in the Issues section on page 15.

"Abel Tasman" at Station Pier in Melbourne

OTHER MARINE OPERATIONS

KING ISLAND SHIPPING SERVICE

The Department operates the 726 gross tonne vessel "Straitsman" on a circular route between Stanley in Tasmania, Grassy on King Island and Melbourne. In the 12 months to 30 June 1990 there was both a reduction in revenue received and an increase in expenditure. This was mainly a result of "Straitsman" being withdrawn from service from 13 August 1989 until 10 September 1989 to replace asbestos based insulation in the vehicle deck and engine room. During this time no cargo was carried in the Stanley/Melbourne/Stanley trade.

The oil rig supply vessel "Lady Elizabeth", owned by Australian Offshore Services, was bare-boat chartered to the Department from 23 August 1989 to 5 September 1989 to carry essential cargo into Grassy.

Following a detailed study undertaken by officers of the Branch into the replacement of "Straitsman", a submission together with a recommendation was presented to Government.

On 19 September 1989 the Government announced that the Australian National Line would take over the King Island Shipping Service for a guaranteed period of 10 years using a purpose-built vessel presently under construction in Singapore. The new vessel and concept is similar to that proposed by the Marine Branch.

It is expected that the ANL vessel will enter service in January 1991 at which time "Straitsman" will be withdrawn from service and placed on the market.

Due to the replacement vessel being some 40% larger than "Straitsman" it will be necessary for the present wharf ramp arrangement at Grassy to be removed. A new hard standing will need to be constructed together with additional strengthening of the present wharf to withstand the greater berthing forces of the larger vessel. As a result of deterioration of the concrete structure, remedial repairs are required to the present wharf decking. The planned works on the Grassy Wharf will be carried out during the period September 1990 to January 1991.

BRUNY ISLAND FERRY SERVICE

The State Government, through the Department, provides the only regular transport link to Bruny Island. The service operates between Kettering on the Tasmanian mainland and Roberts Point on Bruny Island - a distance of 3.2km. Nine round trips per day are provided between the hours of 7.15 am and 7.15 pm using either the "Harry O'May" or the "Mangana". The "Harry O'May" is the main ferry while the "Mangana" is kept as a standby in case of mechanical breakdown, surveys/dockings, overheight cargoes or heavy demand.

Total vehicles carried during the year increased by 13,830 to 103,690. Detailed operational and financial statistics of the service are listed in the appendix on p. nn.

"Straitsman"

"Harry O'May"

On 23 June 1989 the Government contracted a Launceston based shipbuilder, Sea Management Corporation (trading as Tamar Steel Boats), to build a vehicular/passenger ferry for the Bruny Island service to replace the ageing "Mangana".

Construction commenced at the end of September 1989. Early in 1990 the shipbuilding company was restructured and Launceston Marine Industries was formed. The new firm will complete the original contract with the new vessel to be comissioned at the end of November 1990.

The new vessel will have the following dimensions:

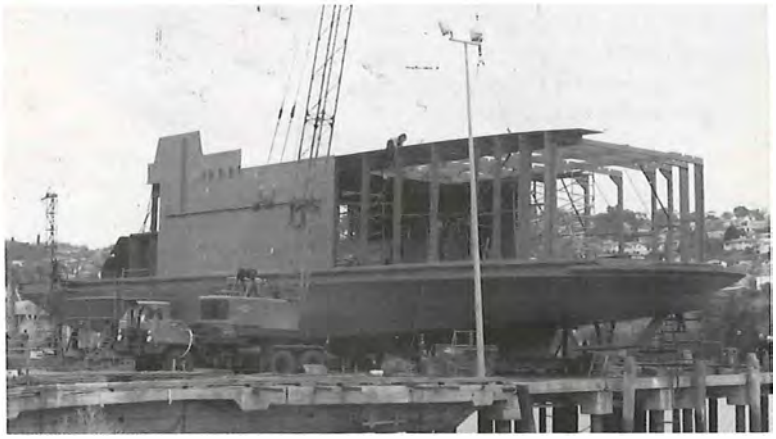
Length overall	52 metres
Breadth moulded	12.75 metres
Depth moulded	3.70 metres
Load draft	2.70 metres
Vehicle capacity	74 - 75 medium sized vehicles
Passenger capacity	400 persons
Service speed	10 knots
Main engines	2 x Callesen
Propulsion Units	2 x Voith Schneider

The benefits to the travelling public will be:

. Increased carrying capacity - ability to handle peak load demands.
. Cater for loaded semi-trailers with a gross weight up to 44 tonnes.
. Clear main deck height of 4.5 metres - allows tourist buses with air conditioning units on top and other overheight vehicles to be carried on main deck.

The new vessel will replace "Mangana" which will be put up for sale. "Harry O'May" will become the standby ferry.

The new Bruny Island ferry under construction in Launceston



METRO

The Metropolitan Transport Trust is a statutory authority established by Parliament under the Metropolitan Transport Act 1954 to provide, secure or promote the provision of an efficient, adequate and properly integrated system of public transport by road within defined metropolitan areas of Hobart, Launceston and Burnie.

The Trust was initially formed by the transfer of public transport services operated by the Hobart and Launceston City Councils. In 1959, the Act was amended to enable the Trust to service the Burnie Municipality and the towns of Wynyard and Ulverstone.

The Trust's defined operating areas in Hobart are within a 22 kilometre radius of the General Post Office and in Launceston within 12 kilometres of the Principal Post Office.

It is Government policy for the Trust not to operate to the full extent of its operating areas and in accordance with the provisions of the Act, the Trust has approved of services by private operators within the Trust's operating areas to complement Trust services.

In 1986, the Trust registered its operations under the business name, Metro.

During the year G.E.C. McKercher retired as Chairmen of the trust, his position being filled by Keith Drew, Secretary of the Department,. Deputy Chairman during the year was P.H. Goddard with Alderman J.C. Arthur, Alderman M.T. Hidding and Alderman B.O. O'Connor as members. Secretary of the trust was G.E. Keenleyside.

BUS OPERATIONS

Hobart

Services introduced in April, 1989 were reviewed and minor revisions made effective from 27 November, 1989.

The routes of all buses operating in the vicinity of Shoreline Drive in Howrah were altered on 9 December, 1989 with the opening of the South Arm Highway.

Additional services were provided to the Gagebrook and Old Beach districts commencing on 9 April and 26 May, 1990, and some semi-express services were introduced in the morning off-peak period for journeys to the City.

Services were reduced and a special holiday timetable prepared for the period from 27 December, 1989 to 12 January, 1990. This included timetabled services to Mount Wellington and from City to the Casino via the Yacht Clubs on Marieville Esplanade, Sandy Bay.

From the commencement of the School Year in 1990, new services were provided to and from the Claremont Education Park from Bridgewater, Gagebrook and the Interchange and the Clarence Campus of the T.A.F.E. College in Warrane.

The Hobart City Council chartered a special bus to operate between the Central Business District and Salamanca Place. Initially, this bus operated Monday to Saturday during the summer months and then changed to Saturday mornings only.

Launceston

In Launceston, a new service via Willow Lane and Mt. Leslie Road to Prospect commenced on 29 November, 1989 and a new school service for Blackstone Heights was introduced on 13 April, 1990.

By a special charter arrangement with Launceston City Traders, all bus services to and from the City on Easter Tuesday were free to the public from 9.00 a.m. to 5.00 p.m. The public response exceeded expectations and it is planned to repeat the free bus concept again.

Newly opened Metro Shop in Hobart

SPECIAL SERVICES

Special services were arranged for sporting carnivals, school activities, special shopping services and social outings for various groups in the community. In Hobart, buses were provided to special events at the Derwent Entertainment Centre and in Launceston to the Silverdome.

Bus services were provided to:

. TANFL Football fixtures, and a Cricket Test Match at Bellerive Oval
. Carols by Candlelight in Hobart and Glenorchy cities
. People's Day at the Hobart and Launceston Shows
. Hobart and Launceston Cup Days, and the
. Hobart Regatta.

PASSENGER STATISTICS

In 1989/90, the number of passenger trips is estimated at 12,503,000, a decrease of 2.4% compared with the previous financial year.

Detailed statistics of passenger movements, fares, bus kilometres and the size of the Metro fleet are given in the appendix on page 69.

METRO FARE TICKETS

Passenger boardings made on prepaid Metro 10 and Metro Month tickets increased by 6.4% to 31.8% of total boardings. Of the Student fare category, 53% of all boardings were made by use of prepaid tickets.

A new Metro 10 Day-Tripper ticket was introduced, and this enables Adult Concession fare passengers to have 10 days off-peak travel at a discounted price.

NEW PROJECTS

CENTRAL CITY BUS STATION

Development of a proposal for a Central City Bus Station in St. John Street, Launceston has continued with the Launceston City Council, and a decision on funding the project for commencement next financial year is to be finalised.

A similar project in Elizabeth Street, Hobart, to which the Trust had committed funds, was postponed by the Hobart City Council.

METRO SHOP

In the week prior to Christmas 1989, the Metro Shop was opened for business. This shopfront for Metro is located at 18 Elizabeth Street, opposite the Hobart G.P.O.

The purpose of the Metro shop is to provide a central point in the Hobart Central Business District for the sale of Metro 10 and Metro Month tickets, public enquiries about Metro services, tourist information and the issue of concession permits.

The location is at the site of a planned Central City Bus Station in Hobart.

The Metro Shop is open five days a week from 8.30 a.m. to 5.15 p.m. and the amount of business transacted and enquiries received has proved the need for this facility.

FINANCIAL MANAGEMENT

BACKGROUND

The Trust operates as a trading organisation with the State Government funding the difference between revenue earned and total expenditure.

Operations are funded approximately one-third by fares paid by the public and two-thirds by Government subsidy.

The subsidy consists of various components including:-

. the difference between the full adult fare and a concession fare.

. the difference between the full adult fare and that necessary to recover all costs.

. the subsidy for operating uneconomic low patronage services to provide what is considered an essential public transport service.

FARES

The fares structure reflects Government policy in the provision of:

. concession travel for disadvantaged members of the community, school children and aged pensioners.

. reduced fares for residents of remote Government housing estates where there is a high instance of welfare dependency.

. mobility to all groups within the community including those who do not have access to private transport.

. an alternative mode of passenger transport at reasonable fares and so help reduce the community's excessive reliance on the motor car.

CONCESSION FARES

People in the following categories are able to travel at a concession fare:-

. Children, defined as persons who have not attained the age of 16 years.

. School and Tertiary students attending an Educational Institution in Tasmania on a full-time basis. (Tertiary students obtain concessions on Metro 10 and Monthly tickets only).

. Welfare beneficiaries residing permanently in Tasmania who are in receipt of a Health Benefit Card or Health Care Card issued by the Federal Departments of Social Security and Veterans' Affairs.

. Pensioners from all States who are in receipt of the Transport Concession card issued by the Federal Departments of Social Security and Veterans' Affairs.

. Persons over 70 years of age residing permanently in Tasmania issued with a concession permit by the Trust.

. War Widows residing permanently in Tasmania issued with a concession permit by the Trust.

People in the following categories are entitled to free travel when issued with a special pass by the Trust:-

. Blind persons.
. World War 1 Veterans.

In Burnie, where Electronic Ticketing Equipment is not installed, a manual ticket system is used with weekly tickets in place of Adult Metro 10 tickets, calendar Monthly tickets in place of Metro Month tickets, and hole-punched 10-Trip tickets are used for children, students and pensioners.

OPERATING RESULTS

It is Government policy to subsidise urban public transport operations, and fares are not structured to recover all operating costs.

The effect of this policy is that full fare paying adult passengers, representing 35.4% of total patronage, received a subsidy of $4.8 million. Child concessions (including school children), representing 40% of total patronage, received a subsidy of $7.0 million, and Adult Concession passengers, representing 24.6% of total patronage, received a subsidy of $4.5 million.

Allocation of the subsidy in this way assumes all trips attract similar costs, that concession travel trips are on average the same length as those for full adult fare travellers and that there would be no change in frequency of travel if full fares were charged to concession travellers.

Despite substantial increases in ownership costs, the net cost of providing public transport services for the year decreased in real terms when compared with the previous year.

The net cost of providing services was $16.261 million, an increase of $710,000 as compared with the net cost of $15.551 million for 1988/89. The deficit before financing costs of $4.643 million for interest, depreciation and leasing charges (1988/89 $3.964 million) increased by 0.3% compared with an increase in the Consumer Price Index for Hobart of 6.2% for the same period. When financing costs are included, the total deficit increased by 4.6%.

Finance costs continue to increase because of the need to fully fund the replacement of old buses. Unlike public transport authorities in other States, the Trust did not receive any State allocation from the Australian Centennial Road Development (ACRD) programme.

Cost recovery has improved marginally as measured by the ratio of fares revenues to costs. This ratio has increased from 34.7% in 1988/89 to 34.9% in 1989/90.

Major variations on the previous year were:

Financing costs	+17.1%
Payroll Costs	+3.6%
Fuel Costs	+10.3%
Materials and Services	+3.4%
Engineering	-9.7%
Insurance	-26.1%
Revenue	+5.1%

The Midi Bus

ENGINEERING SERVICES

BUS PURCHASES

During the financial year the bus fleet was upgraded by the acquisition, under operating leases, of 29 Scania heavy duty buses with a capital value of $6,273,000. In addition, one prototype M.A.N. midi-bus was purchased.

MIDI-BUSES

One prototype M.A.N. 10-150 midi-bus commenced in service on 6 September, 1989. The bus was trialled in both Launceston and Hobart, with tests being conducted with different drive line configurations to find the most suitable arrangement for Metro's operations. The trial has been satisfactory, and based upon Metro evaluations, specifications are being prepared for the acquisition of up to 25 additional M.A.N. 10-180 buses primarily for use in Launceston.

The major benefits of midi-buses over heavy rigid vehicles are:

. 15% less in capital costs
. 40% less in fuel costs
. reduced maintenance costs
. less wear and tear on roads due to the lighter weight of midi-buses
. more maneuverable than other buses, yet they retain the same operator and passenger features of the heavy duty bus, such as low floor, single step entrance, good ceiling height and the kneeling device which lowers the bus to kerb height for ease of passenger boarding.

Metro was the first public transport authority in Australia to introduce the midi-bus. The bus chassis was developed by M.A.N. and Metro specifically for city transit work.

With the aid of passenger information supplied by Metro's Electronic Ticketing System, it is possible to manage the operation of a fleet of these smaller vehicles on less patronised routes or at times when patronage is low.

HEAVY-DUTY BUSES

Twenty-nine (29) Scania N113 heavy-duty buses were delivered to Hobart this financial year. This completed the first contract with Ansair for 48 buses and included 3 from the second contract of 49 buses as part of Metro's triennium replacement programme. All buses were manufactured by Ansair at its Kingston factory.

BURNIE BUSES

Five semi-automatic Hino buses were transferred to Burnie to replace old manual Hinos.

All buses have been equipped with radios and the base station on Round Hill was upgraded.

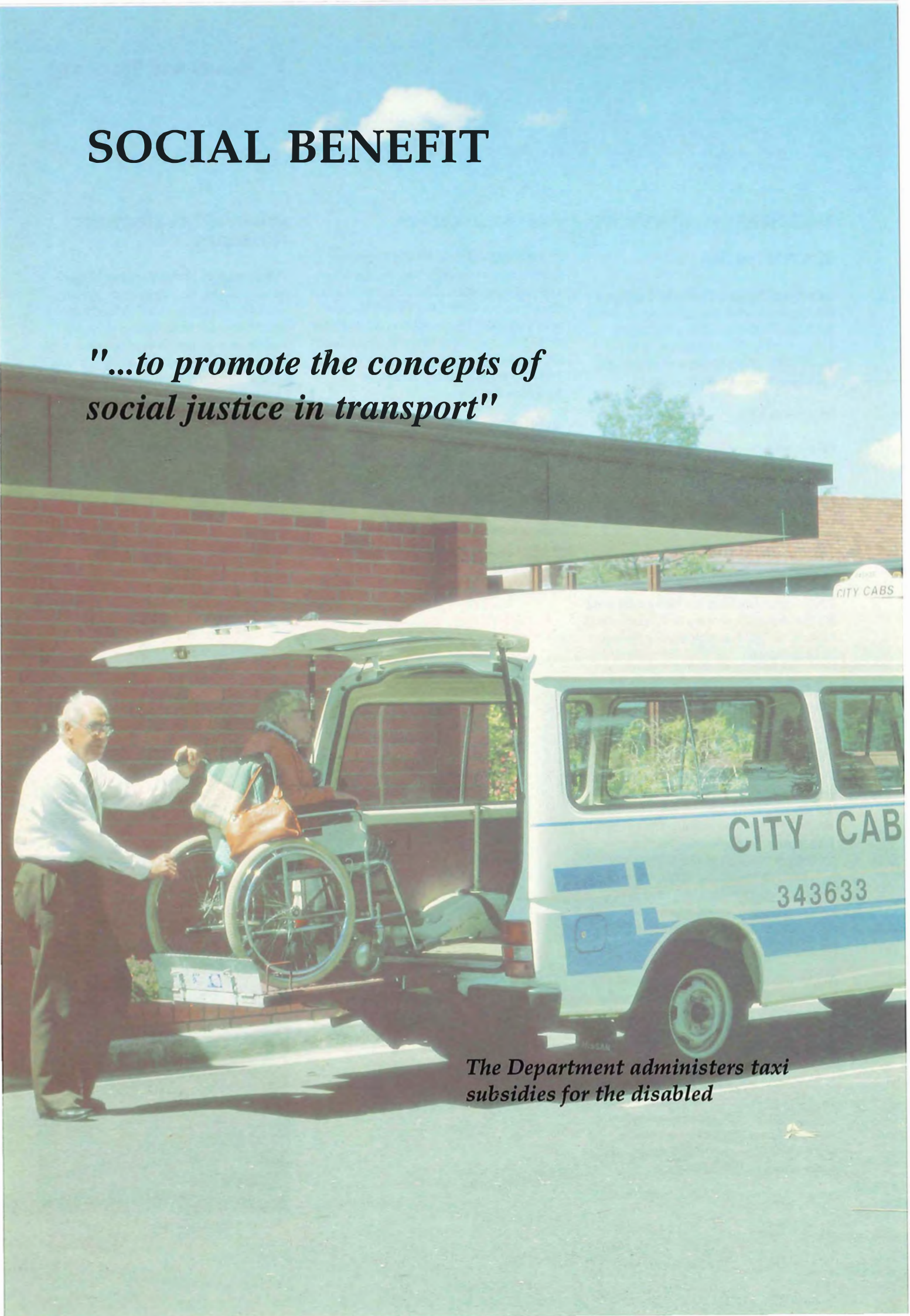
MORNINGTON BUS DEPOT WORKSHOP

The Transport Division of the Department of Roads and Transport plans to lease this building as a Vehicle Inspection Station for both light and heavy transport vehicles. It is anticipated that building modifications will commence in July, 1990 and be completed in November, 1990. Bus servicing normally undertaken in this workshop will be transferred to the main Engineering Workshops at Mornington.

Bus maintenance at Mornington

SOCIAL BENEFIT

"...to promote the concepts of social justice in transport"



The Department administers taxi subsidies for the disabled

INTRODUCTION

The activities of the Department provide considerable benefit to all Tasmanians both as individuals and by way of the Tasmanian economy.

Community consultation takes place during policy formulation, through meetings with concerned individuals and groups at the time new policies are implemented and through procedures put in place to appeal Departmental decisions.

The services offered by the Department are provided at different levels of cost recovery. Roads Division is a provider of road infrastructure and does not recoup its costs directly from the user at all. Transport Division on the other hand is a major collector of Government revenue through licensing and registration charges. There is an increasing move towards greater levels of cost recovery amongst some sectors of the transport industry responsible for greatest use of the road network. Metro charges fares which recover approximately one third of operating costs while TT-Line operates along commercial lines and earns the Government profits from its Bass Strait shipping operation. An additional area of Social Benefit is encompassed in the range of subsidies and transport concession schemes administered and funded by the Department to benefit isolated residents, the aged and disadvantaged.

PUBLIC CONSULTATION

Public consultation takes place at all levels throughout the Department.

BOARDS

Both Metro and TT-Line are guided by independent boards chaired by the Secretary, Department of Roads and Transport and consisting of representatives of business and the community.

The Metropolitan Transport Trust:
The Trust sits monthly and its duties and functions established under the Metropolitan Transport Act, are to provide or promote the provision of public transport within the metropolitan areas of Hobart, Launceston and Burnie. The Trust is subject to ministerial control.

Abel Tasman Advisory Board:
The Board also sits monthly. Its role is to advise the Minister on the operation of the Abel Tasman Bass Strait shipping service taking into account not only commercial considerations but also the impact of the service on the Tasmanian community.

APPEALS

The Department retains a Legal Branch with Solicitor, Assistant Solicitor and Law Clerk. The Solicitor provides legal advice to the Department in the event of disputes that cannot be resolved at branch head level.

Areas of dispute commonly arising are:

Driver's Licence Cancellation:

The Registrar of Motor Vehicles is empowered to cancel or withold a drivers licence if in his opinion the driver is unfit to drive a vehicle. Any driver who has his licence suspended in this manner has the right of appeal to a magistrate to review the decision.

During the year a number of appeals were made against decisions made by the Registrar. Appellants took the matter to court in an attempt to have the decision overruled by a magistrate. These appeals are proving time consuming and costly.

Public Vehicles Licensing Appeals:

A more formal process exists for appeals to public vehicle licensing decisions. The Public Vehicles Licensing Appeals Tribunal is chaired by a magistrate (currently Mr Ian Mattison) with a representative of the Department of Roads and Transport and an industry representative from the road freight, bus, taxi or air transport sector. The Department provides secretariat support to the Tribunal.

During the year the Tribunal heard 21 appeals of which 3 were upheld, 5 were dismissed, 8 were withdrawn and 5 were adjourned. All public vehicle licence decisions are advertised in the press. Operators who feel they will be disadvantaged by the decision have 14 days to appeal to the Public Vehicle Licensing Appeals Tribunal.

School Bus Contract Reviews

The Department regularly revises and reissues school bus contracts. At the time of reviewing contracts, bus operators, school principals, road safety officers and parents are consulted. On some occasions decisions made by the Department affect an existing school bus operator. It is intended to establish a school bus contract review panel with representatives of the school bus industry and the Department as members. The panel will re-examine the outcome of a review should the operator believe that the process has been unfair or that the outcome contains inaccuracies.

SOCIAL BENEFITS

ROADS

The proclaimed road network in Tasmania has traditionally been provided without toll or levy, funded out of State and Commonwealth taxes. In the year ending 1989/90 a total of $75.5 million was spent on road construction and maintenance.

With a national trend towards cost recovery and greater social equity, reform of road user charges to put greater responsibility back on heavy vehicles was investigated during the year. Progress on this matter was delayed due to moves toward a national road user charge scheme through the Inter State Commission. It is expected that reform will be introduced during 1990/91.

TRANSPORT CONCESSIONS

The Transport Regulation Division of the Transport Division administers the transport concession scheme. This scheme commenced on 1 July 1985. It is designed to provide assistance to persons with a physical or intellectual functional disability that prevents them from using the range of transport facilities available to the general community. During the 12 months ending 30 June 1,387 applications were processed of which all but 311 were granted. As at 30 June 1990 there were 4,466 permits on issue. Permit holders are assisted through subsidisation of taxi travel, reduced registration and licence fees and exemptions from motor tax and stamp duty. During the year 180,072 taxi trips were made by members of the scheme.

Significant transport concessions and subsidies administered by the Department include:

Free passes and special concessions to charities ..... ($1,909)
Flinders Island Shipping Service subsidy ..... ($191,879)
Kingston bus service subsidy .. ($40,000)
Concessional travel on privately operated buses and ferries by pensioners and unemployed . ($895,575)
King and Flinders Island air travel subsidies ..... ($165,268)
Taxi subsidies to disabled ..... ($633,000)

This group of concessions alone totaled $1,927,631 for the full year.

SCHOOL BUS SUBSIDIES

Student transport arrangements represent an even greater form of transport subsidy, the total cost being in excess of $13 million for the period ending 30 June. This amount was provided by the Department of Education and the Arts but has been the administrative responsibility of the department of Roads and Transport since December 1989 and the financial responsibility of the Department since 1 July 1990.

To date the greater part of this has been expended without any form of cost recovery. Approximately $2.50 million of the above amount is paid out in concessions to fare paying students and those utilising private transport. The rest funds totally free transport for 22,000 students. This level of subsidy is currently under review.

METRO:

Incorporated in Metro's operations are a high level of Community Service Obligations taking the form of concessions for all welfare beneficiaries and students. The cost of these community service obligations is the major contributing factor in Metro's deficit.

Consultants, K.P.M.G. Peat Marwick are undertaking a study to determine the welfare component of Metro Services.

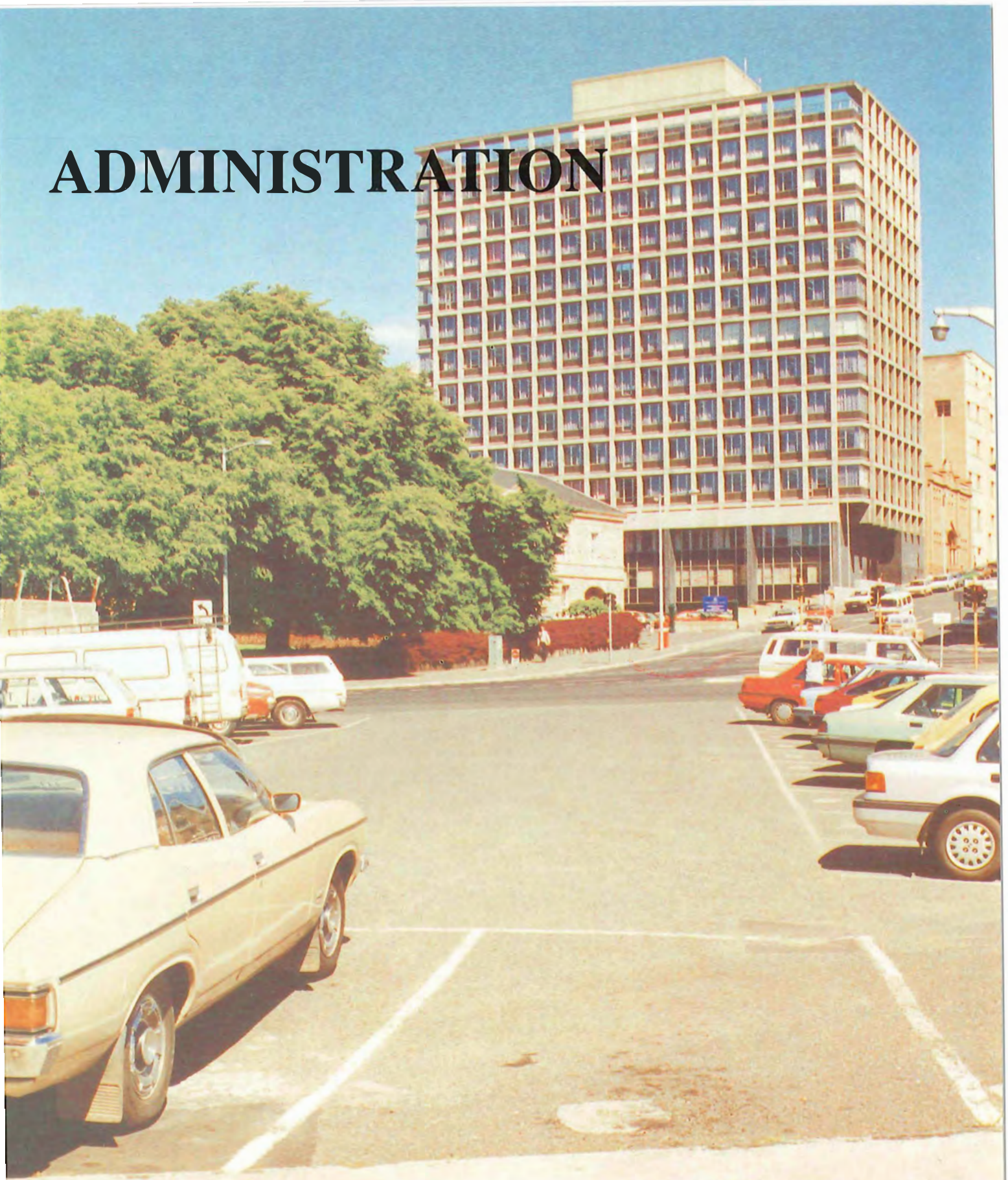
A final report will be available in late 1990 and will give Government the option of having social welfare and community service agencies pay an appropriate amount for Transport services rather than recompense the Trust for these services out of consolidated revenue.

TT LINE

TT Line operates primarily along commercial lines though the level of pensioner concessions offered is recognised as being above that provided elsewhere in the transport industry. The extent of pensioner discounts is calculated as $2 million per annum. This undoubtedly would have a dilutory effect on revenue.

In addition TT Line management is aware of the need to provide transport between the Australian Mainland and Tasmania to the greatest number of passengers possible which has resulted in pricing policies and marketing campaigns which may have seen greater numbers of passengers carried at the expense of higher profit levels. The boost to Tasmanian tourism is seen as a considerable social benefit arising from such management decisions.

ADMINISTRATION



State Offices Building
10 Murray Street

INTRODUCTION

Providing backup for all operational divisions of the Department of Roads and Transport are four support directorates:

- Secretariat Administration
- Planning
- Human Resources
- Finance

These directorates are playing a central role in the amalgamation of the previously separate departments. As at 30 June 1990 the directorates were at different stages of development. The general mode of operation , and that currently in place in Secretariat Administration and Human Resources is of a director operating on a departmental level with outposted officers in each operating division providing support to the divisional deputy secretary.

Heading the four Directorates are Brian Stuart (Secretariat Administration), Colin Finch (Planning), Peter Dwyer (Human Resources) and Denzil Yaxley (Finance).

ADMINISTRATION

Administration Division provides overall administrative support to the Department. This was one of the first areas reviewed after amalgamation of the three departments, the need for standardised, streamlined administrative procedures being seen as central to the succcessful future of the Department of Roads and Transport.

The Division is headed by the Director with outposted administration managers in each operational division. The outposted officers provide administrative support to their divisions but report directly to the Director Administration. Departmental administration is handled at the Directorate level.

During the year major initiatives included:

- Implementing revised procedures for the handling of Ministerial correspondence as required by the new Labor Government.
- Co-ordinate a review of the Department's records management operations
- Developing a property register for the whole Department
- Co-ordinating the Department's public relations activities
- Commencing a review of existing legislation and co-ordinating and prioritising the legislative needs of the Department in conjunction with the Department's legal officers.
- Investigating the drafting of a "Roads and Transport Act" to replace existing Roads and Jetties, Metropolitan Transport and Transport Acts.
- Integrating the Transport Division switchboard with the State Government PABX

PLANNING

The Department maintains both strategic planning and policy development functions. These have been consolidated with the creation of the Planning Division during the year. The formation of the Planning Division was achieved by building upon the established reputation and resources of the Economic Planning and Research Division of Transport Tasmania to which was added resources from both the previous Departments of Main Roads and METRO. As part of the rationalisation of other Department activities the research library of the previous Economic Planning and Research Division was merged with the State Offices Library which now serves the whole Department.

Unlike the other support directorates Planning has developed with a centralised core of staff. This reflects the emphasis of planning on a departmental basis rather than by division. However, specific officers are outposted as required to work on projects in operating divisions. The final structure and responsibilities of the Planning Division are still evolving as part of the development of the revised corporate structure for the Department as a whole .

Planning Division's role is to:
- provide Government with high level strategic planning and policy advice on transport matters
- work with operational divisions to ensure co-ordination of strategic planning and policy development within the Department and consistency with operational requirements
- provide a quality resource base (centre for excellence) providing the flexibility to be able to quickly respond to significant priority transport issues facing the Government
- undertake a range of special projects both within the Department for other divisions and within Government for other departments
- assist the Secretary in the development of a corporate plan as a strategic framework for the operation of the Department

- identify the emerging key transport issues facing Tasmania, and undertake long term research projects necessary to address these issues
- ensure the collection of appropriate information bases within the Department so as to enable the Division to undertake its role effectively
- identify the current needs of industry and provide technical and information support as appropriate on a cost recovery basis.

During the year the Planning Division coordinated Departmental input to most of the major strategic issues outlined in detail in the "Transport Issues" section of this report. The Director was involved closely with the Abel Tasman replacement project and the Manager, Information Services was seconded to become Project Manager overseeing the transfer of Student Transport Services from the Department of Education and the Arts to the Department of Roads and Transport.

The role that Planning Division played in the air pilots dispute was significant and highlighted the value of developing a high quality resource base which enabled key people to be allocated to resolving the emergency transport needs whilst others were able to maintain a high level of service in meeting the Division's normal workload.

Planning Division has taken a significant role in the evolution of a rationalised corporate structure for the new Department. A *"Strategic Directions"* document has been prepared by the Director of the Division as a framework for developing individual business plans for each of the divisions. Planning Division is expected to play a key role in consolidating these individual business plans.

HUMAN RESOURCES

One of the key aims of Government in introducing the State Service Restructure was the rationalisation of corporate support within the eighteen new agencies, thereby limiting reduction in service delivery as much as possible. The Human Resources group has a role in this process by providing necessary information to management to enable effective forward planning, the design and co-ordination of relevant personnel development programs and the introduction of recruitment and other personnel practices geared to anticipated future demands.

Due to the previously autonymous nature of the divisions in the new Department, integration of personnel/ industrial functions has been a gradual process. However, this group was the first to be brought together as a unit and within a few weeks of the formation of the Department was operating under the new Director of Human Resources, Peter Dwyer. Industrial relations personnel now have a department-wide role and plans are being formulated to integrate the management and processing of conditions of service.

The level of industrial disputation throughout the year was low, indicating that formation of the larger Department has not disturbed the good relationship enjoyed by the divisions and the respective employee organisations in the past.

Unions were kept informed of progress with amalgamation by means of agency Consultative Committee (ACC) meetings. At first these were held jointly with the Department of Construction (DOC) until the relationships between unions and both Departments were clearly established.

By far the greatest demand on Human Resources staff during the year was represented by the award restructuring process, which had its genesis in the 1989 National Wage Case decision. At the time of reporting, neither the State nor Federal Industrial Relations Commissions had granted the second instalment to Departmental employees. In fact the process was made considerably more complex by the Department having employees with award coverage in both jurisdictions. The joint coverage situation will be the major problem faced as integration of the new Department proceeds.

During the year it was necessary to introduce a new set of occupational Health and Safety (OHS & W) procedures for the Roads Division because all the staff and infrastructure of the former Department of Main Roads were allocated to DOC by the State Service restructure. OHS & W will be managed on a Department-wide basis by the end of the forthcoming financial year.

The Department has decided as a matter of policy to increase the proportion of female employees at all levels. In accordance with legislative requirements and other guidelines a comprehensive series of equal employment programs will be developed during the forthcoming year.

STAFF DEVELOPMENT

The Department has provided a comprehensive range of staff development programs for employees in all occupational groups and at all levels. Programs are designed to broaden the skills and knowledge of staff and contribute to increased personal and organisational effectiveness.

Planning has started for a unified program covering the three formerly separate agencies and TT-Line for 1990/ 1991. This will create a more diverse range of opportunities for employees, and will contribute to a greater degree of interaction between people in different parts of the Department.

Statistics of total staff numbers in the Department together with details of numbers attending training courses, etc are given in the appendix on page nn.

FINANCE

Finance Division like other support directorates has been set up with a director, Denzil Yaxley, responsible for financial management at a departmental level and four divisional finance managers responsible for divisional finances. The primary objective of the Division is to provide a co-ordinated financial management service and improve the financial performance of the Department.

During the last twelve months the Department's recurrent and capital programs have been co-ordinated with the Finance Division working with Treasury on behalf of all divisions.

The immediate tasks being addressed are:

- The introduction of full accrual accounting throughout the department
- The development and implementation of corporate financial reporting arrangements
- Financial reviews of the Department's business unit's operations and plans

The management practices that will be implemented to ensure that a satisfactory level of financial performance is maintained include:

- Establishment of a three year budget program
- Establishment of an integrated management/financial system
- Provision of segmental accounting systems
- Strategic planning for program budgeting
- Development of an inter-departmental charging process
- Commercialisation of inner divisional cost centres
- Regular review of the fees, rates and taxes collected by the Department

An integral part of the business plan developed by the Finance Division is the effective use of all resources, staff, investments and assets. A departmental asset inventory is being prepared which will indicate the book and market value of each asset, together with annual maintenance and other associated costs. Utilisation of day-to-day cash reserves is being fine tuned.

The financial performance of the Department's business units, particularly TT-Line, is being addressed. The business plan includes the provision of advice in reducing overheads and also the options available to increase the rate of return on assets.

The integration of all the accounting functions of the Department is the long term objective of the Division. Services, such as payroll, accounts receivable, accounts payable and stores are accounting functions that can be incorporated into effective units servicing all divisions.

Detailed statistics of staff numbers and significant staff movements is given in the appendices. In addition a list of key officers is shown inside the back cover of this report.

INFORMATION TECHNOLOGY

Transport Division operates 2 Prime and 2 ICL mainframe computers. The Prime computers provide support to the Motor Registry and run accounting and administrative applications for internal users and several other departments. The ICL computers are devoted to operating the booking system for passengers travelling on Abel Tasman.

Roads Division runs a combination of engineering and administrative applications on micro-computers, its own network of Apollo workstations and on the Prime mainframe owned by the Department of Construction. It is anticipated that Roads Division will migrate its mainframe applications to Transport's Prime computers during 1990/91.

Metro currently runs its accounting and administrative applications on the Transport Division Prime computers, and supports the Metrofare ticketing system using dedicated DEC micro-computers. Metro is planning to introduce more information technology into its engineering and maintenance areas during 1990/91.

The 12 months ending 30 June 1990 saw a significant growth in the use of micro-computers in all parts of the Department. Micro-computers have been eagerly adopted to improve personal productivity by officers at all levels and for a wide variety of functions ranging from word-processing and spreadsheeting through to engineering and economic modelling.

During the year, a review of information technology in the Department was undertaken by an external consultant. Flowing from this review, a high-level Information Technology Steering Committee has been established to oversee the preparation of a strategic plan and the establishment of an Information Technology Branch with responsibility for all departmental information technology activities. This strategic plan will be completed by the end of 1990 and it is anticipated that the integration of all departmental information technology services will be completed during 1990/91.

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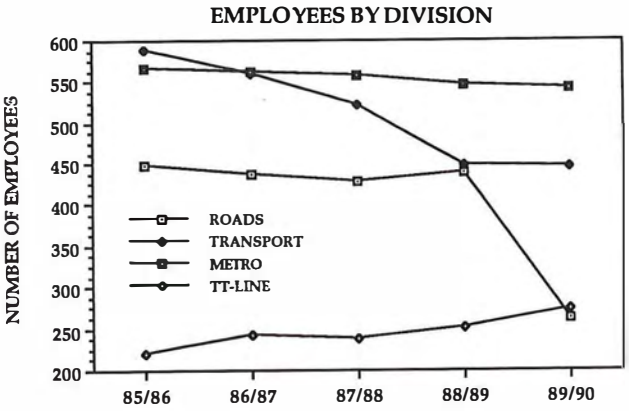
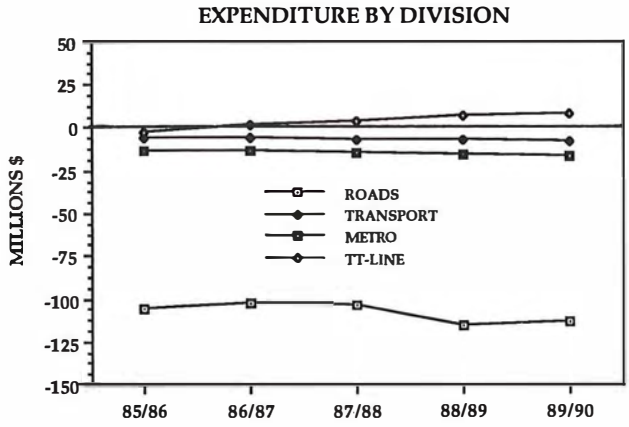
APPENDIX I Departmental summary

YEAR	1985/86	1986/87	1987/88	1988/89	1989/90
Department of Roads and Transport	-	-	-	-	1,442
Roads Division (Previously DMR)	449	436	427	440	263
Transport Division, Excl. TT-Line (Previously Transport Tas)	589	560	522	447	445
TT-Line	220	243	238	251	274
Metro	567	561	557	547	541
Transport Commission Net Loss	6,150,226	6,162,342	6,704,055	7,250,688	8,185,590
Roads Expenditure	105,868,316	103,003,019	103,906,644	115,199,921	113,765,000
Metro Net Operating Cost	13,215,684	13,581,494	14,275,242	15,551,367	16,261,055
TT-Line Profit (Loss)	(2,280,982)	1,699,048	3,322,193	6,483,872	8,276,251

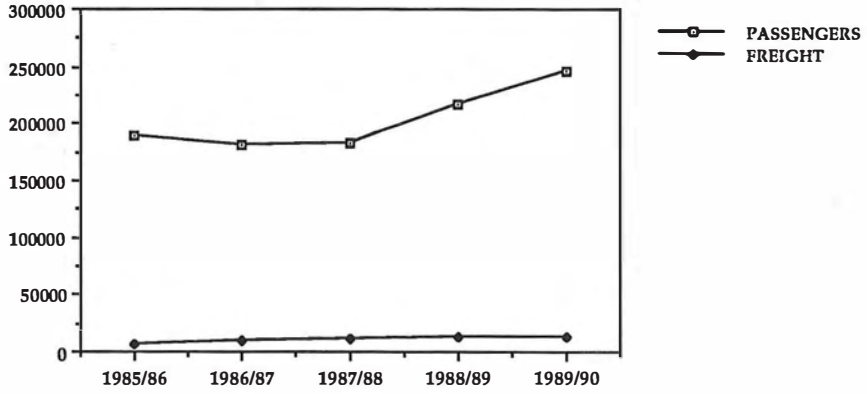




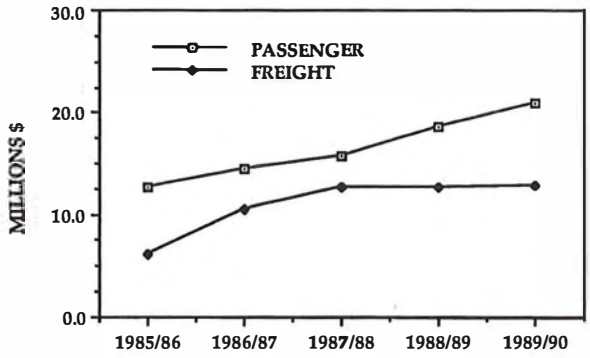
APPENDIX II TT-Line operating statistics

YEAR	1985/86	1986/87	1987/88	1988/89	1989/90
ABEL TASMAN					
Voyages	313	313	302	311	308
Total no. of Passengers	188,679	180,998	183,197	216,768	246,718
Highest no.of passenger month	21,365	20,435	20,628	22,022	25,828
Average no.of passengers per month	15,723	15,083	15,266	18,064	20,559
Vehicles	47,936	48,334	49,095	55,294	58,558
Freight (TEUS)	5,751	10,110	10,738	13,574	13,601
Passenger Revenue	12,686,817	14,510,003	15,714,268	18,621,997	21,019,701
On-board spending	2,700,686	2,813,639	3,215,661	3,942,111	4,451,611
Passenger/Vehicle Revenue	17,676,327	20,296,909	22,442,414	7,590,853	7,908,609
Passenger/Vehicle Expenditure	3,405,789	3,473,427	3,965,353	4,604,474	5,278,138
Freight Revenue	6,078,508	10,459,998	12,705,364	12,668,968	12,907,505
Freight Expenditure	2,316,313	3,647,337	4,173,095	4,211,766	4,082,123
Marketing Costs	1,151,349	1,432,818	1,492,601	1,777,940	1,883,044
Administration Costs	917,521	1,697,266	1,991,442	2,330,177	2,436,757
Total Operating Revenue	27,526,946	34,950,673	39,797,783	46,038,437	50,985,184
Total Operating Expenditure	28,636,854	30,598,938	33,396,193	36,342,419	39,692,942
Interest, Deprec. & Other	(1,171,074)	(2,652,687)	(3,079,397)	(3,212,146)	(3,015,991)
Profit/ (Loss)	-2,280,982	1,699,048	3,322,193	6,483,872	8,276,251

ABEL TASMAN PASSENGER AND FREIGHT(TEUS) MOVEMENTS



ABEL TASMAN REVENUE



APPENDIX III TT-Line Schedule of Fares

Schedule

Passengers are asked to take careful note of check-in times when ticket is issued.

Leave Melbourne (Station Pier) alternate evenings, 6p.m.	Arrive Devonport (Devonport TT Line Terminal) next morning, 8.30a.m.	Leave Devonport (Devonport TT Line Terminal) alternate evenings, 6p.m.	Arrive Melbourne (Station Pier) next morning, 8.30a.m.

7 Nights Sailing The Abel Tasman now departs Melbourne and Devonport on alternative nights throughout the week. Ask your travel agent for details.

Adult One-Way Fare		CODE	BARGAIN	SHOULDER	HOLIDAY
DECK	CABIN TYPE		2/6/90-14/9/90	15/9/90-14/12/90 2/2/91-26/4/91	15/12/90-1/2/91
A Deck	Double Bedded Suites Pvt Fac	2L	$163	$228	$265
A Deck	Deluxe Pvt Fae 2, 3 or 4	4A	$141	$207	$237
A Deck	2 Berth with Pvt Fac	2A	$110	$153	$174
B Deck	Outside 2 Berth Pvt Fac	2*	$115	$160	$183
B Deck	2 Berth Pvt Fac	2B	$110	$153	$174
B Deck	4 Berth Pvt Fac	4B	$104	$147	$167
C Deck	2/3/4 Berth Share Fae O	2S/3S/4S	$82	$114	$140
C Deck	2/3/4 Berth Pvt Fac O	2P/3P/4P	$93	$133	$153
C Deck	Hostel Style Aceo m. Share Fac	1M/1FM	$66	$92	$114
D Deck	4 Berth Pvt Fac	4D	$88	$127	$147

Cots: $10.00 per sailing Kennels: $15.00 per kennel per sailing

NOTE: 1. Abel Tasman has no single cabins. Sole use of 2 berth cabins is permitted at one and one-half adult fares applicable to the berths concerned. 2. O – limited numbers available. 3. Prices are subject to change without notice. Discounts are available for children, students and passengers booking and travelling in groups. Pensioner concessions are available to holders of current Australian Department of Social Security or Department of Veterans' Affairs Transport Concession Card and are subject to limited availability.

Accompanied Vehicle Rate One-Way	BARGAIN 2/6/90-14/9/90	SHOULDER 15/9/90-14/12/90 2/2/91-26/4/91	HOLIDAY 15/12/90-1/2/91
Less than 1.95m in height:			
Up to 4m in length	$91	$129	$147
4m to 5.4m in length	$113	$153	$176
5.4m to 6.8m in length	$163	$225	$255
1.95m and over, but less than 2.5m in height:			
Up to 4m in length	$123	$182	$220
4m to 5.4m in length	$143	$208	$243
5.4m to 6.8m in length	$197	$288	$331
2.5m up to 4.2m in height:			
Up to 4m in length	$165	$255	$294
4m to 5.4m in length	$228	$350	$395
5.4m to 6.8m in length	$282	$431	$498
Motor Cycles and Scooters	$46	$65	$74
Motor Cyeles and Side Car	$91	$129	$147
Bieycles	$11	$15	$17

*Sedans, Wagons, Utilities, Campervans and Motorhomes only and must not be used for freight purposes. *Rates are calculated on the overall dimensions of the vehicles. Where a trailer or caravan is being towed individual lengths of each unit, including draw bar will apply. *Accompanied vehicles with a length in excess of 6.8m incur a surcharge. Details available on application. NOTE: A false declaration of your vehicle's measurements may result in your vehicle being left behind on the day of sailing.

Important Notice: All fares and other rates are subject to alteration without notice and are available in accordance with the conditions outlined in TT Line's main brochure. The payable fare will be that applying to the date the ticket is issued. Unless specified, fares do not include cost of food and beverages on-board the ship.

Tasmania Travel Centres **Hobart** 80 Elizabeth Street (002) 300211. **Launceston** Cnr. St John and Paterson Streets (003) 37 3111. **Devonport** 18 Rooke Street (004) 24 1526. **Burnie** 48 Cattley Street (004) 31 8111. **Melbourne** 256 Collins Street (03) 653 7999. **Sydney** 149 King Street (02) 233 2500. **Brisbane** 217-219 Queen Street (07) 221 2744. **Adelaide** 32 King William Street (08) 211 7411. **Canberra** 5 Canberra Savings Centre, City Walk (062) 47 0888.

T.T. LINE ABEL TASMAN

Phone TT Line STD free from anywhere in Australia (008) 030 344. Or Viatel No. 532.

TT Line Reservations P.O. Box 168E East Devonport, Tasmania 7310. Phone (004) 230333. Station Pier, Port Melbourne, Victoria 3207. Phone (03) 644 5233. Hobart, 15 Hunter St. (002) 34 2633.

APPENDIX IV TT-Line: Dimensions of MV Abel Tasman

GENERAL:

Owner:	Tasmanian Transport Commission
Manager	TT-Line
Builder:	Werft Nobiskrug GmbH, Rendsburg
Keel laying:	12 February, 1974
Launching:	26 October, 1974
Delivery:	8 April, 1975
Type:	Twin-screw car and passenger ferry
Commenced Bass Strait Service:	July 1985

DIMENSIONS

Length overall:	148.90 m
Width:	23.50 m
Load Draft	6.19 m
Gross Tonnage	19,212 RT
Propellors r.p.m.	242.0
Trial speed	22 kn

CAPACITY

Load Capacity	440 cars at 4.5x1.65 m (224 on cardeck and 226 on hinged decks or45 lorries at 18 m length)
Cabins	303
Passengers (cabins/hostel)	919
Crew	116
Heemskirk Room (Lounge Bar/Dance)	320 seats
Zeehan Room (Conference)	95 seats
Restaurants	
- Freycinet Room	54 seats
- Marrawah Room	125 seats
- Devil's Kitchen	261 seats
Video	72 seats
Foyer Seating	48 seats

Children's playroom
Swimming pool
Souvenir Shop
Coffee Shop
Heated Pool
2 Saunas
Some facilities for persons with disabilities.

MECHANICAL

Bridge controlled engines
2 main engines, diesel, each 16 cylinder, 10,400 hp
2 reduction gears
2 switchable clutches
2 variable pitch propellers, 4 bladed
4 diesel alternators ea 1160 hp, 900 rpm 1000 kVA
1 diesel alternator 310 hp, 1800 rpm 255 kVA
2 shaft alternators 1125 kVA
hydr. bow port and hydr. stern ramp
Stabilising plant 2 fins, ea 7 sq m , 5 m long
1 electro hydraulic twin steering gear
Hydraulically operated bow doors, ramp, collision door and stern ramp/door
Car platform deck throughout vehicle deck including fore and aft tilt ramp decks
10 motor lifeboats, 2 of 60 person capacity, 8 0f 83 person capacity.
21 liferafts, inflatable liftoff, each 25 persons
2 passenger lifts, ea 6 persons, 1 goods lift
Air conditioning plant
Fire fighting plant
Monitoring on bridge of:fire alarms, watertight doors, fire doors, general alarm via public address system, gyro compass, satelite navigator, 3 radars, automatic pilot, wireless installation, 2 VFH radios, echo sounder, vehicle deck security system
Distance Devonport to Melbourne: 232 nautical miles, 429 km
Actual strait crossing distance (Heads to Heads): 190 nautical miles, 352 km
Station Pier (Melbourne) to Heads, 42 nautical miles
East Devonport terminal to Mersey River Entrance, 1 nautical mile.

APPENDIX V Metro operating results

YEAR	1985/86	1986/87	1987/88	1988/89	1989/90
Total Number of Passenger Trips by City					
Hobart (1)	9,753,000	9,461,000	9,874,000	9,677,000	9,442,000
Launceston	2,673,000	2,564,000	2,535,000	2,349,000	2,283,000
Burnie	896,000	850,000	803,000	783,000	778,000
Total (2)	13,322,000	12,875,000	13,213,000	12,809,000	12,503,000
Annual Bus Kilometres					
Hobart	7,760,126	7,745,607	7,812,383	7,758,000	7,460,000
Launceston	1,485,209	1,498,757	1,510,483	1,417,000	1,419,000
Burnie	529,404	531,063	505,711	514,000	537,000
Total	9,774,739	9,775,427	9,827,576	9,689,000	9,416,000
Unduplicated Route Kilometres					
Hobart	285.18	285.48	285.48	292.70	297.40
Launceston	99.15	101.31	101.31	107.90	109.10
Burnie	99.50	99.50	99.50	99.50	99.00
Total	483.84	486.29	486.29	499.60	505.50
Total Expenditure ($)	19,880,116	21,387,049	22,647,277	24,574,653	25,747,202
Total Operating Revenue ($)	6,664,432	7,805,555	8,372,035	9,023,286	9,486,147
Net Operating Cost of Public Transport ($)	13,215,684	13,581,494	14,275,242	15,551,367	16,261,055
Fare Income from:					
Scheduled Timetabled Services ($)	5,400,246	6,203,057	6,925,560	7,273,396	7,570,136
Chartered Operations ($)	178,600	183,480	293,296	347,424	403,495
Expenditure on Upgrading Bus Fleet ($)	774,000	3,279,000	3,642,000	3,307,000	6,393,000
%Cost Recovery 4.	31.5	34.1	34.6	34.7	34.9
Number of Passenger Trips by Fare Category					
Adult full fare	3,912,000	4,088,000	4,471,000	4,530,000	4,262,000
Adult concession	4,053,000	3,676,000	3,102,000	3,149,000	2,952,000
Child & Student concession	4,903,000	4,698,000	4,711,000	4,666,000	4,809,000
Total (3)	12,868,000	12,462,000	12,284,000	12,345,000	12,023,000

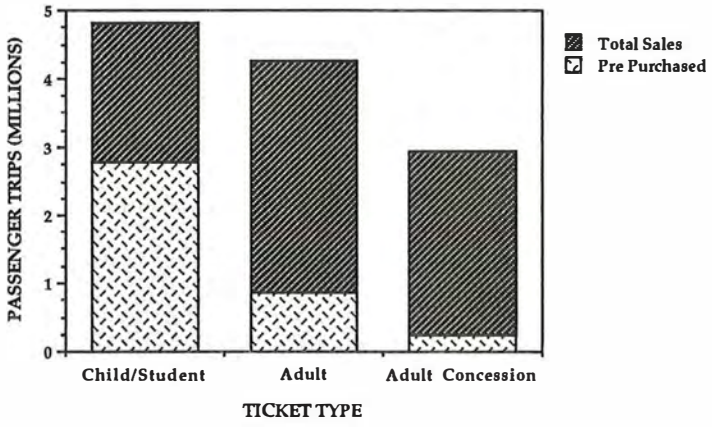
Notes:
1. Passenger trips include passenger transfers at Springfield Interchange after Metrofare introduction in February 1988.
2. Passenger trips on scheduled timetable services, including charter and contract services.
3. Passenger trips excluding charter and contract services.
4. Cost recovery ratio is the revenue from traffic operations over total expenditure

APPENDIX V Metro (Continued)

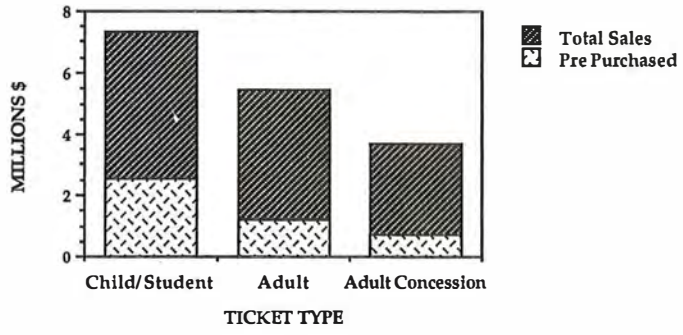
YEAR	1985/86	1986/87	1987/88	1988/89	1989/90
% Of Total Passenger Trips					
Adult full fare	30.4	32.8	36.4	36.6	35.4
Adult concession	31.5	29.5	25.7	25.5	24.6
Child & Student concession	38.1	37.7	37.9	37.9	40.0
Average age of Bus Fleet	-	-	-	9.29	9.25
Total Bus Fleet	272	266	262	255	255
Fares (Metro 10) (5)					
Adult Full Fare (5-7 sections)	7.00	6.80	9.35	10.30	11.10
Adult Concession	-	-	5.40	5.95	5.95
Child & Student Concessions	3.00	4.00	4.80	5.30	5.30
Percentage of tickets prepurchased (6)					
Ticket Type Child	NA	NA	NA	52.3	57.7
Adult	NA	NA	NA	16.2	20.5
Adult Concession	NA	NA	NA	1.4	7.9

(5). Prior to Metro fare in 1988 Metro 10 tickets were weekly tickets.
(6). Accurate information not available prior to the introduction of Metro fare.

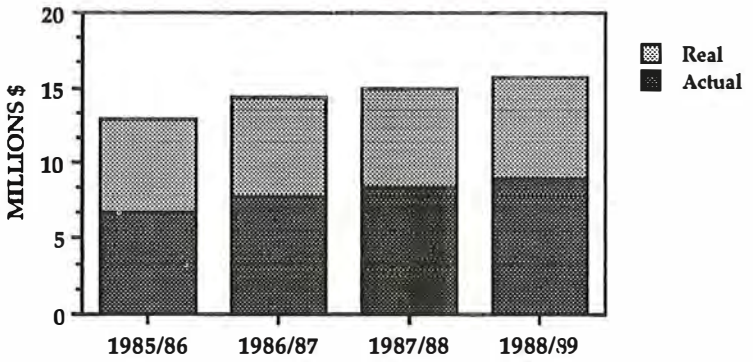
JOURNEYS BY PASSENGER TYPE



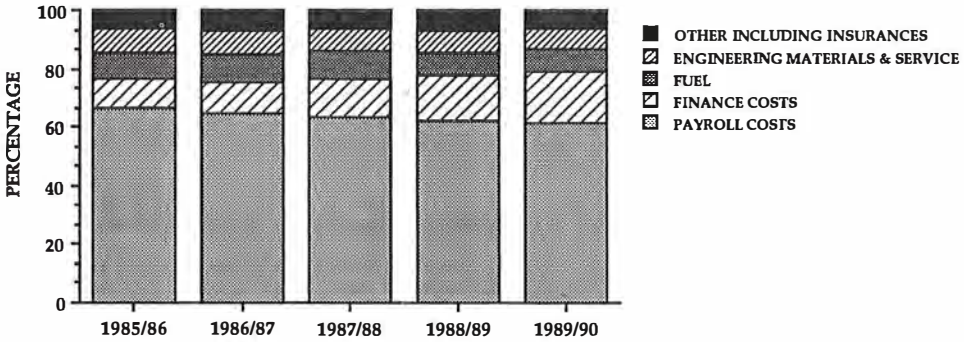
REVENUE BY PASSENGER AND TICKET TYPE



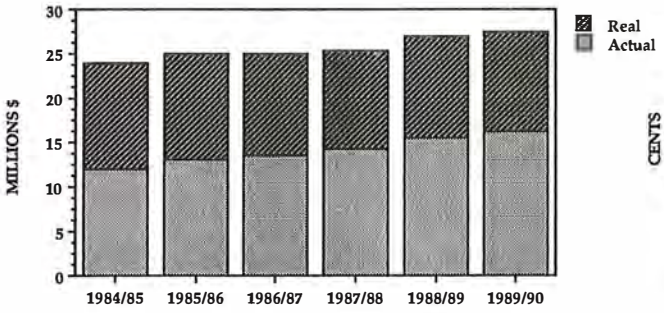
METRO REVENUE



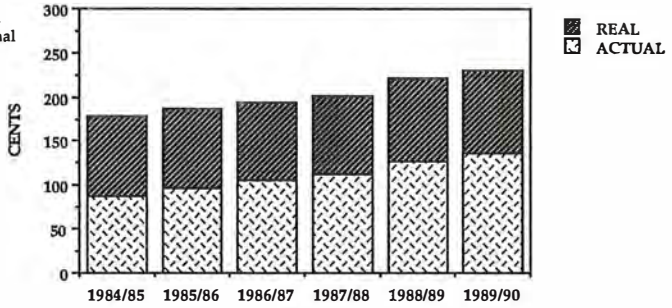
EXPENDITURE BY CLASSIFICATION



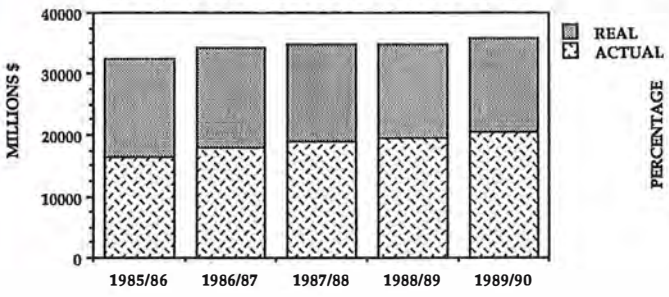
DEFICIT INCLUDING FINANCE COSTS



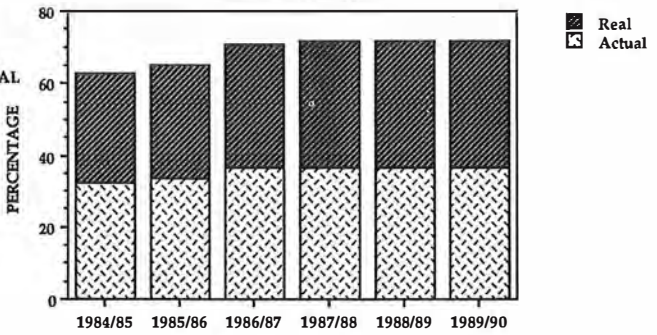
SUBSIDY PER TRIP INCLUDING FINANCE COSTS



EXPENDITURE EXCLUDING FINANCE COSTS



COST RECOVERY



APPENDIX VI Metro: Fares at 30 June 1990

Metrofare

HOBART and LAUNCESTON

SEPTEMBER 1989

	Metro 10	Metro Month	Single Fare
Adult Section	$	$	$
1-2	6.00	21.30	0.80
3-4	9.05	32.00	1.10
5-7	11.10	39.10	1.30
8-10	12.05	42.65	1.40
11-15	15.00	53.30	1.80
16 and Over	17.05	60.40	2.00
Day-Rover 'Off-Peak'	16.10	—	2.00
Day Visitor 'All Day'	—	—	4.00
Special Event Fares		As advertised	
Adult Concession			
All Sections	5.95	—	0.80
Day Tripper 'Off Peak'	10.00—	—	1.20

'Off-Peak' travel is between 9.00 a.m. and 4.30 p.m. and after 6.00 p.m., Monday to Friday, and any time Saturday, Sunday, or full day public holiday.

Child			
Child under 5 years of age accompanied by an adult	No Charge (except to or from school or day care centre)		
Under 16 years:			
All Sections	5.30	19.90	0.80
Day Visitor 'All Day'	—	—	2.00
Special Event Fares	As advertised		
Student Concession (Full Time Students only)			
School Students:			
All Sections	5.30	19.90	0.80
Tertiary Students:			
All Sections	5.30	19.90	Adult Section Rate

Metro Sales Agents:

- Metro Shop, 18 Elizabeth Street
- Ellison Hawker Newsagency, Liverpool Street
- Dickenson's Newsagency, Springfield Interchange
- Glenorchy Newsagency, Northgate
- Moonah Newsagency, Main Road
- Bridgewater Newsagency, Bridgewater and Cove Hill
- Angus and Robertson Bookshop, Eastlands
- Eastlands Lotteries
- Howrah Newsagency
- Rokeby Newsagency
- Taroona Village Newsagency
- Mayfair Newsagency, Sandy Bay

LAUNCESTON

- Fortunes Newsagency, Charles Street, Launceston
- Kings Meadows Newsagency, Hobart Road, Kings Meadows
- Newnham Court Newsagency, George Town Road, Newnham

METROPOLITAN TRANSPORT TRUST TASMANIA
DIVISION OF DEPARTMENT OF ROADS & TRANSPORT
OS-K 4097

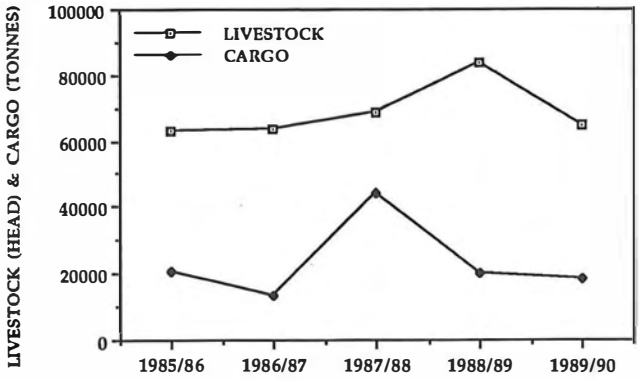
APPENDIX VII Metro: Disposition of Buses at 30 June 1990

Bus Type	Hobart	Launceston	Burnie	Total
Hino BT51	-	25	11	36
Leyland National	45	-	-	45
Mercedes Benz	-	18	10	28
Scania K92	-	1	-	1
Scania N112/N113	51	-	-	51
Volvo Rigid B58	57	10	-	67
Volvo Rigid B10M	4	-	-	4
Volvo Articulated B58	3	-	-	3
Volvo Articulated B10M	19	-	-	19
TOTAL	179	55	21	255

APPENDIX VIII Straitsman

YEAR	1985/86	1986/87	1987/88	1988/89	1989/90
STRAITSMAN					
Voyages	164	149	332	331	291
Cargo (tonnes)	62,997	63,545	68,743	84,078	64,596
Livestock (head)	20,801	13,353	43,883	20,022	18,229
Revenue	4,444,610	4,442,352	5,153,472	5,992,721	5,376,384
Expenditure	4,426,689	4,085,767	6,633,373	7,739,655	7,969,129
Depreciation	17,551	16711	17,713	17,546	17,620
Interest	156,958	55,780	58,018	-	-
Profit/(Loss)	-156,588	-420,848	-1,497,614	-1,764,480	-2,610,365

STRAITSMAN CARGO AND LIVESTOCK MOVEMENTS



APPENDIX IX Bruny Island Ferry

YEAR	1985/86	1986/87	1987/88	1988/89	1989/90
Voyages	6,890	6,906	6,920	6,872	6,978
Vehicles	89,078	84,896	87,622	89,860	103,690
Revenue ($)	436,246	510,554	547,901	623,044	751,673
Expenditure ($)	726,237	877,625	779,602	979,815	869,928
Depreciation ($)	54,918	53,777	52,661	53,552	56,615
Interest ($)	157,690	162,296	171,827	-	-
Profit/Loss ($)	-502,599	-583,144	-456,189	-410,323	-174,870
Ferry Charges (5 years)					
Cyclists & Pedestrians	Gratis	Gratis	Gratis	Gratis	Gratis
Vehicles (under 5m) - residents	6.00	8.00	8.00	8.00	8.00
Vehicles (under 5m) - non residents	6.00	8.00	8.00	8.00	10.00
Weekend Peak	10.00	14.00	15.00	16.00	16.00
Vehicles (over 5m)	10-80	10 - 80	10 - 80	20 - 90	20 - 90

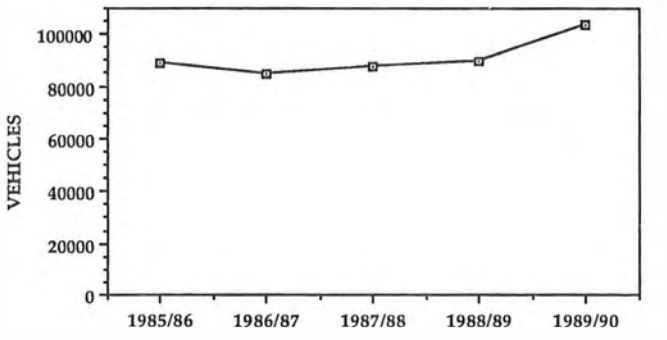
Bruny Island Ferry: Fares

(Effective 30 June 1990

VEHICLE CATAGORY	RETURN FARES $ OFF PEAK (1)	PEAK (2)
Cyclists andPassengers	No Charge	No Charge
Motorcycles - residents	5.00	5.00
Motorcycles - non residents	5.00	8.00
All Vehicles under 5m - residents	8.00	8.00
All Vehicles under 5m - non residents	10.00	16.00
All Vehicles under 6m (& > 5m)	20.00	29.00
All Vehicles under 10m (& > 6m)	25.00	40.00
All Vehicles under 14m (& > 10m)	40.00	67.00
All Vehiclesunder 16m (& > 14m)	54.00	90.00
Surcharge on tracked machinery and Vehicles over 16m	27.00	45.00

(1) Mon - 12.00 PM Fri
(2) 12.00 PM Fri - Sun

VEHICLES CARRIED ON THE BRUNY ISLAND FERRY



APPENDIX X Road Statistics

Details of Classified Roads by Length and Surface Type

Length in Kilometres

	Sealed	Unsealed	Total
State Highways	1,849.54	83.77	1,933.31
Main Roads	1,215.20	54.26	1,269.46
Secondary Roads	258.49	33.71	292.20
Tourist Roads	158.61	52.48	211.09
Development Roads	43.29	42.71	86.00
Total	3,525.13	266.93	3,792.06

Comparison between D & RT Road System Price Index and the Consumer Price Index Index, June 1970 = 100

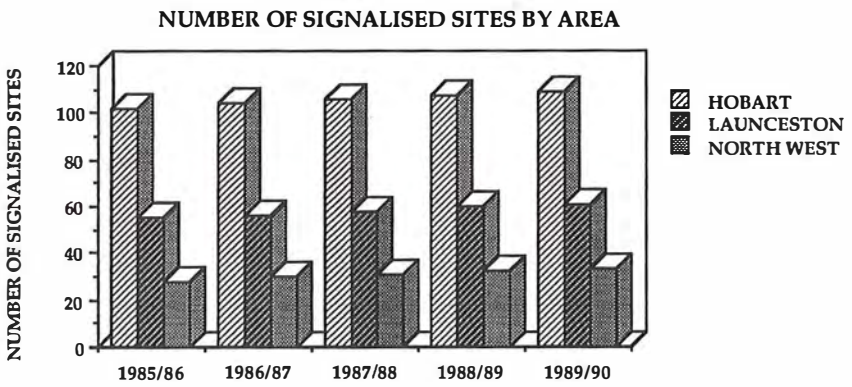
	1983	1984	1985	1986	1987	1988	1989	1990
RSPI	451.0	487.5	518.6	546.1	583.2	618.8	657.8	709.0
CPI	356.3	370.5	396.8	430.1	473.6	505.0	538.6	572.0

APPENDIX XI Major contracts entered into during 1989/90

Contract No.	Description	Cost
B-N/R-140	East Tamar Highway, Fourteen Mile Crek Road Widening	321,392.17
R-N/R-147	Bass Highway, Illawarra Main Road to Liffey River	4,918,312.40
R-N/R-157	Bass Highway, Deloraine Bypass Roadworks stage II	2,348,389.70
A-A/R-159	Bass Highway, West Park to Cooee Roadworks stage I	3,061,761.08
A-A/R-160	East Tamar Highway Windermere Road to Cummings Creek Road improvements	1,599,506.93
A-A/B-161	Brooker Highway Euston Street Underpass stage 2 and associated structures	1,070,617.00
R/S-415	Huon Highway, asphalt surfacing at franklin	83,251.95

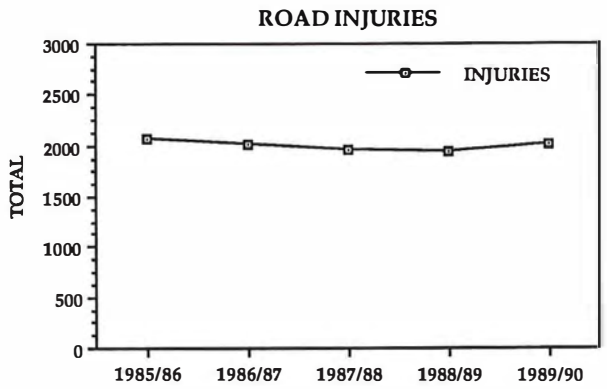
APPENDIX XII Roads and Traffic Management

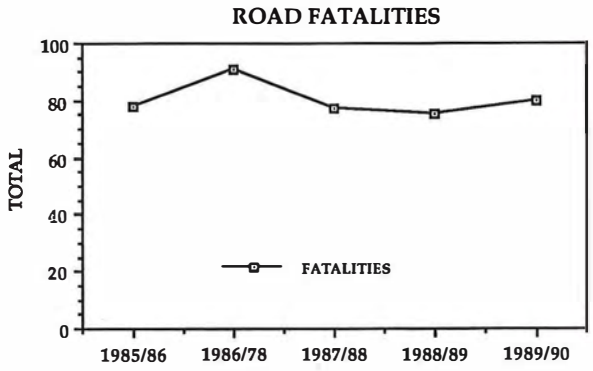
YEAR	1985/86	1986/87	1987/88	1988/89	1989/90
Total number of Signalised Sites	185	190	195	199	203
Hobart	102	104	106	107	109
Launceston	55	56	58	60	61
North West	28	30	31	32	33
Locations of New Traffic Signals Installed	4	5	5	4	4
No. of Modifications to existing Traffic Signals	5	13	6	4	6
No. of Traffic Control Devices Installed	-	-	-	-	30
No. of Audio Tactile Devices Installed	1	-	3	-	3

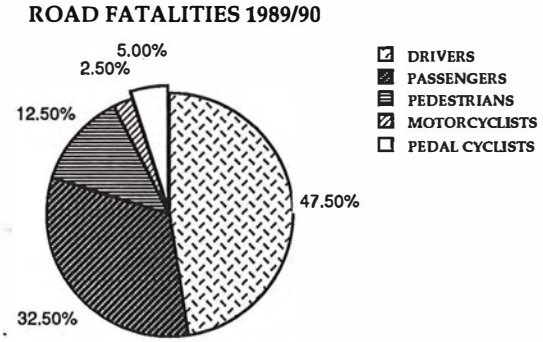


APPENDIX XIII Road Safety and Road Accidents

YEAR	1985/86	1986/87	1987/88	1988/89	1989/90
No. of Offence Deterrence Programs	7	18	26	46	46
Number of Bicycle Helmet Refunds	0	0	0	3,200	5,999
Division of Road Safety					
Administration & Other Costs	679,153	735,896	810,189	981,411	949,623
Publicity	123,089	71,174	77,645	197,924	114,341
Road Fatalities (12 month calender)	78	91	77	75	80
Drivers	41	38	34	29	38
Passengers	19	23	25	19	26
Pedestrians	11	21	11	15	10
Motorcyclists	7	9	6	11	2
Pedal cyclists	0	0	1	1	4
Road Injuries (12 month calender)	2,058	2,008	1,959	1,947	2,004
Drivers	907	892	893	915	976
passengers	722	688	703	631	657
pedestrians	169	168	153	179	160
motorcyclists	191	170	137	131	142
pedal cyclists	69	90	73	91	69
Property Damage (12 month calender)	10,617	11,098	11,168	11,876	12,291
Drivers	6894	7189	7191	7783	8028
passengers	3550	3725	3780	3911	4094
pedestrians	37	40	60	47	48
motorcyclists	99	108	100	100	79
pedal cyclists	37	36	37	35	42







APPENDIX XIV Registration and Licensing

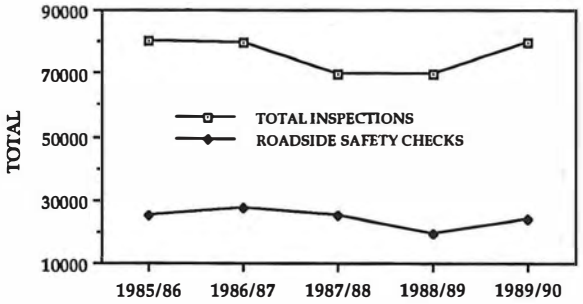
YEAR	1985/86	1986/87	1987/88	1988/89	1989/90
Motor Registration	3,270,000	3,283,499	3,453,573	3,511,696	3,771,767
Traffic Engineering	907,000	1,700,906	2,018,000	2,277,449	1,971,000
Other receipts	1,862,703	1,102,538	973,943	870,224	885,790
Motor Registration Expenditure	3,989,719	4,034,539	4,251,045	4,352,366	4,697,438
Traffic Engineering Expenditure	2,071,337	1,890,799	2,169,307	2,000,387	1,965,102
Balance	21,353	161,605	25,164	6,506	27,477
Motor Taxation Revenue					
Motor Tax	18,780,681	18,937,666	18,955,872	19,782,002	20,023,939
Stamp Duty	15,406,376	15,775,827	16,365,267	19,192,510	21,820,391
Number Plate receipts	215,695	205,730	216,269	245,906	288,559
Miscellaneous Fees & Charges	130,314	130,465	123,932	190,738	198,065
Rail Protection Fee	145,367	165,011	235,091	189,510	181,609
Fire Service Levy	1,554,908	1,563,825	1,580,955	1,631,191	1,664,846
Motor Vehicle Securities	379,933	183,890	202,526	202,634	219,036
Motor Accident Insurance Board					
Receipts	32,833,109	37,636,772	39,853,687	42,855,618	43,404,635
Payments	32,833,109	37,636,772	39,853,687	42,855,618	43,404,710
Balance	0	0	0	0	-75
Registrations					
Total new registrations	17,532	12,399	10,982	13,284	14,416
New Reg. of motor vehicles	16,780	11,873	10,703	12,915	13,943
New Reg of motorcycles	725	526	279	369	473
Total current registrations	327,943	334,467	340,263	346,981	361,127
Cars, station wagons	204,186	207,276	209,635	213,052	219,735
Utilities and Vans	40,329	41,645	42,145	43,304	45,233
Trucks	16,838	17,362	17,839	18,431	19,417
Buses	1,722	1,787	1,847	1,893	1,945
Other Powered Vehicles	284	294	304	318	342
Motorcycles	6,247	6,051	5,816	5,836	6,184
Trailers, Caravans, etc	58,337	60,062	62,677	64,147	68,271
Registration & Driver Licence Fees	7,253,254	7,517,935	9,946,475	10,892,641	11,251,253
Motor Vehicles Securities Register					
Vehicles on register (hire purchase)	41,354	47,112	49,111	47,793	50,603
Securities register inquiries	23,509	35,767	36,735	36,265	36,574
Securities register certificates	6987	8,181	9,119	8,982	8,838
Vehicle Inspections					
Roadside safety checks	25,319	27,400	25,400	19,400	23,837
Pre-registration inspections	16,567	18,800	19,400	24,900	25,172
Coach Inspections	2,687	2,707	2,866	2,893	3,041
Cabs & Hire Cars Inspections	1,082	1,008	977	901	1,005
Public Vehicle Checks	9,223	5,015	2,114	4,050	7,072
Pre- public Vehicle Licencing	1,343	745	632	824	746
Other	34,273	33,300	24,900	24,900	30,431
Total	79,928	79,521	69,652	69,700	79,440

APPENDIX XIV Registration and Licensing (continued)

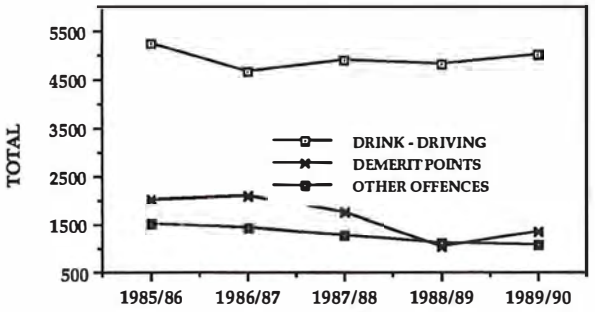
YEAR	1985/86	1986/87	1987/88	1988/89	1989/90
Vehicle Inspections Passes	64,543	63,059	56,800	52,745	63,265
Fines, Penalties & Costs	147,456	211,082	219,183	284,639	241,300
Vehicle Inspection Fees	96,000	57,885	145,570	162,355	185,470
Prosecutions	1,923	2,471	2,249	1,774	2,043
Drivers Licences					
Current basic and provisional	261,653	266,532	269,831	273,387	277,157
Current Learners	NA	9,211	9,119	13,731	15,906
Basic Suspended	NA	565	403	359	379
Basic Cancelled	NA	3,623	4,014	3,961	4,033
Restricted Licences	1,194	1,329	1,039	775	666
Drivers Licences revenue	NA	NA	NA	2,991,235	3,204,698
Licence Disqualifications					
Drink driving	5,225	4,657	4,888	4,789	5,016
Demerit points	1,983	2,089	1,729	1,038	1,347
Other offences	1,495	1,433	1,252	1,117	1,064
Total	8,703	8,179	7,869	6,944	7,427
Registered Organ Donors	-	-	-	33,488	57,240
Motorcycle Rider Training Scheme					
Participants	2,307	1,967	1,270	1,708	1,923
Courses	530	505	442	415	466
Passes	2,040	1,714	1,531	1,480	1,630
Failures	46	65	36	50	66
Fees	71,245	74,785	85,935	76,410	111,512
Expenditure	153,457	154,016	170,768	184,468	188,334
Public Vehicles					
Cabs and Hire cars	449	435	472	472	465
Hobart	218	96	96	90	79
Launceston	97	42	86	86	79
Burnie	23	19	19	21	22
Devonport	30	23	26	28	28
Country	81	255	245	247	257
Hire and Drive	2,907	2,425	2,750	2,368	2,189
Coaches and Omnibuses	1,018	684	1,050	1,059	1,061
Ancillary (inc. trailers)	6,537	6,568	6,234	754	709
Cart (inc. trailers)	5,714	5,479	5,835	6,014	6,039
Carrier	135	218	229	243	251
Aircraft	61	61	71	72	77
Other	0	29	21	15	15
Total	16,832	16,296	16,662	10,997	10,806
No. of new bus/coach services	4	7	8	8	10
Average age of Coach fleet	10.1	10.6	10.7	11.5	12.3
Average age of Taxi/Cab fleet	2.1	2.5	3.0	3.7	4.6
No. of unlicenced vehicles in operation	113	110	82	46	64
Breaching conditions of licence	6	7	7	1	7
Plates & Labels	8,842	15,483	23,928	27,418	15,512
Application Fees	-	2,250	42,209	148,497	38,284
Number of Applications	854	3,823	3499	2,923	2,771
Refusals	96	149	80	96	63
Withdrawls	52	43	59	24	97
Out of Area Permit fees	145,367	165,012	235,091	189,510	181,610
Formal Meetings or Inquiries	53	79	91	44	25
Public Vehicle Licencing fees	135,385	138,271	229,285	251,216	194,783
Ancillary Permits	-	-	-	-	26,000

Public Vehicle Licence Tribunal					
Total number of Appeals	22	27	27	20	21
Appeals Upheld	6	12	10	6	3
Appeals Dismissed	11	7	7	6	5
Appeals Withdrawn	5	8	10	5	8
Appeals Adjourned	0	0	0	3	5
Cab & Hire Car Trust Fund					
Receipts	120,185	233,195	336,809	815,425	2,220,772
Increases to Investments	-	-	-	75,925	130,830
Payments	17,074	20,810	21,372	470,275	1,830,658
Balance	103,111	212,385	315,437	421,075	520,944
Bicentennial Registration Plates					
Receipts	-	-	171,760	40,763	36,399
Payments	-	-	142,572	5,854	17,266
Balance	-	-	29,188	34,909	19,133
Federal Interstate Registration Plates					
No. of vehicles registered	NA	71	54	33	28
No. of trailers registered	NA	122	110	101	69

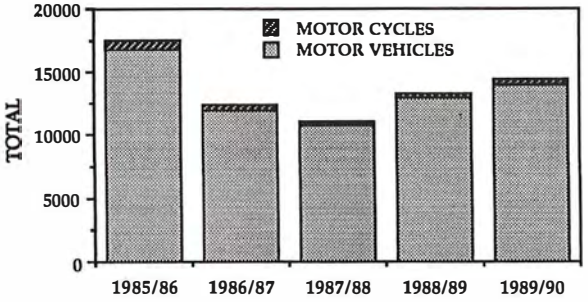
VEHICLE INSPECTIONS



LICENCE DISQUALIFICATIONS



NEW MOTOR VEHICLE & MOTORCYCLE REGISTRATIONS



APPENDIX XV Student Transport

YEAR	1989/90
Contract School Bus Services	
Total No. School Bus Contracts	438
Total No. of bus routes	596
Total distance per week contracted	24,908
Total No. students regularly carried	22,907
Average no. of students per bus trip	38
Total excursion km per annum	99,371
Total cost per school week $	297,690
Cost per student per year $	519
Cost per km contracted $	12
Total Expenditure	
School Bus Contracts ($)	11,206,160
Reimbursement to Metro for free Transfers ($)	946,591
Conveyance Allowances to Parents and Route Service Operators ($)	1,132,056
Subsidies to Metro for School Bus Services ($)	169,418
Subsidies To Private Bus Operators for School Bus Services ($)	502,946
Total	13,957,171

Note: Prior to December 1989 Student Transport was administered by the Department of Education and the Arts.

APPENDIX XVI Social Benefits

YEAR	1985/86	1986/87	1987/88	1988/89	1989/90
Transport & Parking Scheme Applications Granted ($)	NA	NA	NA	1,314	1,076
Permits on Issue ($)	NA	NA	NA	3,567	4,466
No. of Taxi Concession Trips Taken ($)	NA	NA	NA	138,103	180,072
Taxi Service - Disabled Subsidies ($)	80,000	200,000	340,000	460,000	633,000
Air travel subsidies - KI & FI:					
Residents ($)	58,000	115,152	125,000	140,000	159,000
Pensioners ($)	2,213	1,363	2,592	4,971	6,268
Kingston Bus service subsidy ($)	49,531	24,686	23,000	52,000	40,000
FI Shipping service subsidy ($)	321,679	201,116	180,272	218,876	191,879
Free passes for Road, Rail &Ferry services ($)	18,986	5,102	1,538	1,534	1,909
Conc. travel for pensioners & unemploy. - private bus ($)	509,426	605,000	740,000	780,000	889,000
Conc. travel for pensioners & unemploy. - ferry ($)	2,327	3,591	3,949	3,806	6,575

APPENDIX XVII Human resources

YEAR	1985/86	1986/87	1987/88	1988/89	1989/90
Total Employees	-	-	-	-	1,442
Total Transport Division (Excl TT-Line)	589	560	522	447	445
Transport Regulation	-	-	-	144	140
Traffic Engineering	-	-	-	56	53
Road Safety (FTE)	-	-	-	31	32
Student Transport	-	-	-	-	7
Administration, Finance & DP, Planning (FTE)	-	-	-	90.5	83
Marine operations personnel (Administration not included)	74	73	39	41	40
Marine Administration	-	-	-	9	9
Total Metro	567	561	557	547	541
Management Services & Finance Division	-	-	20	22	24
Operations Division	-	-	391	385	383
Engineering Division	-	-	146	140	134
By Office:					
Hobart Division	432	429	425	418	412
Launceston Division	107	105	105	101	100
Burnie Division	28	27	27	28	29
Total Roads Division	449	436	427	440	263
Professional Engineers	81	87	82	84	50
Administrative, Accounts & Clerical Staff	121	119	116	143	48
Surveyors & Survey Assistants	56	53	51	49	48
Scientific Officers, Technical Officers, Engineering Assistants & Technicians	69	81	87	81	56
Drafting Officers	56	52	50	50	44
Keyboard Classifications	34	31	26	17	12
Other	32	13	15	10	5
By Division:					
Head office	223	215	208	216	162
Southern Regional	45	46	44	44	25
Northern Regional Launceston	53	54	52	54	20
Northern Regional Ulverstone	62	59	56	60	32
Materials & Research Laboratory	25	23	26	24	24
Central Workshop & Stores	41	39	26	42	-
Total TT-Line	220	243	238	251	274

Roads Division Staff Movements

I D Cooper promoted to regional Engineer South
D J Conley promoted to Quality Manager
A R Hodgson promoted to Principal Engineer Contract Services
M B Bushby promoted to Maintance Engineer, South
G M Nicols promoted to Bridge Design Engineer
W J Murrell promoted to Project Engineer North
B J O'Shea promoted to Senior Project Engineer North
H van Hulst promoted to Bridge Design Engineer
A J White promoted to Section Leader (Bridges)
R E Tarrant promoted to Superintendent Maintenance North
I N Mc Guinness promoted Senior Economist
R W Mc Gee promoted to Bridge Maintenance Engineer
H K Tam promoted to Engineer Materials and Research
P Howard promoted to Section Leader (Bridges)
M D Pearce promoted to Section Leader (Bridges)
P E Giltinan promoted to Contracts Manager
D S Rowell appointed to Exective Officer North
G S Ashby appointed to Superintendent Contracts North
J F Lennon appointed Regional Engineer North
J C Eckersley-Maslin transferred to Contract Systems Engineer

Employees who retired or resigned after lengthly periods of service for Roads Division

S G Taylor	Engineer	22 years
J B Lock	Section Engineer	39 years
K R Sams	Chief Drafting Officer	42 years
R F Read	Assistant Director Admin.	41 years
D R Marshall	Paymaster	42 years

Senior Transport Division employees who retired or resigned after lengthly periods of service for Transport Division

A J Pedder	Commissioner	16 years
G V Jones	Senior Private Secretary	27 years
D L Moir	Professional Engineer	14 years

Transport Division Extended Service Awards:-		Commenced
Mr Rex Pithouse	35 years award	28 April, 1953
Mr Lambert Thomas	25 years award	15 May ,1963
Mr Noel White	25 years award	30 April, 1963
Mr Len Morgan	25 years award	25 June, 1963
Mr Paul Johnson	25 years award	5 November, 1963
Mr Mark Holliday	25 years award	9 December, 1963
Mr Phil Korn	25 years award	28 January, 1964
Mr Kevin Turner	25 years award	25 November, 1963
Mr Brian Mitchell	25 years award	12 January, 1961

Transport Division Merit Awards

Mr Bert Elson, Manager (Information Services), for
. Initiative in developing a sense of cohesion and pride in Transport Tasmania
. Development of the Division's Newsletter; and
. Upgrading of the Division's Annual Report, the 1987-88 Report winning the Royal Australian Institute of Public Administration (Tasmania Division) Award for the Best Annual Report.

Mr Milan Prodanovic, Deputy Chief Traffic Engineer, for
. Continuously excelling in his position, being responsible for many innovative achievements;
. Designing and developing the left turn slip lane, which now has national acceptance.

Mrs Leila Watson, Stenographer/Secretary, Transport Division was awarded an Order of Australia for services to the community during the year.

APPENDIX XVIII Acts administered by the Department

Air Navigation Act 1937
Brooker Avenue Act 1956
Burnie to Waratah Railway Act 1939
Civil Aviation (Carriers Liability) Act 1963
Common Carriers Act 1874
Commonwealth Powers (Air Transport) Act 1952
Damage by Aircraft Act 1963
Devonport Airport(Special Provisions) Act 1980
Don River Tramways Act 1974
Emu Bay Railways Act 1965 & 1976
Hobart Bridge Act 1958
Highways Act 1951
Marine Act 1976
Marine Board of Devonport (Special Powers) Act 1980
Merchant Seamen Act 1935
Metropolitan Transport Trust Act 1954
Motor Vehicles Securities Act 1984
Motor Vehicle Taxation Act 1981
Mount Dundas and Zeehan Railways Act 1890 & 1891
Mount Lyell and Strahan Railway Act 1892, 1893, 1896, 1898, & 1900
North Mount Lyell and Maquarie Harbour Railways Act 1897, 1924, & 1928
North Mount Lyell Mining and Railway Act 1901
Oil Pollution Act 1961
Petroleum Products Business Franchise Licences Act 1981
Port of Hobart Reclamation Acts 1954 & 1958
Railway Construction Act 1885
Railway Management Act 1935
Railway Management (Emu Bay Railway Employees) Act 1968
Railways Clauses Consolidation Act 1901
Railways (Transfer to Commonwealth) (Retirement Benefits) Act 1977
Railways (Transfer to Commonwealth) Act 1975
Risdon Ferry (Repeal) Act 1984
Roads and Jetties Act 1935
State Employees (Long Service Leave) (Emu Bay Employees)Act 1968
Straits Islands Shipping Service Subsidies Act 1948
Traffic Act 1925
Transport Act 1981
Urban Public Transport Agreement Act 1974
Water-Carriage Act 1918
Wynyard Airport (special provisions) Act 1982
Van Dieman's Land Company's Waratah and Zeehan
Railways Act 1895, 1896, & 1948
Wee George Wood Steam Railway Act 1977

During the year the Metropolitan Transport Act, Transport Act and Roads and Jetties Act were amended to reflect the creation of the Department of Roads and Transport.

APPENDIX XIX Consultants engaged by the Department

(Note: Costs, Duration and Completion dates are approximations only.)

Organisation /Function	Purpose	Consultancy	Estimated Cost	Duration	Completion Date
Metro Service - Statewide 1990 &Metro Service	Identification/valuation of welfare component. to determine the Welfare Component of Metro services	External Resources - K.P.M.G. Peat Marwick Employees collecting raw data	50,000	8 Months	April '91
Deloraine Bypass	Landscape Design	S F Landscape	4,200	1 Month	July '90
Burnie to Cooee Duplication	Landscape Design	Barwick & Assoc.	5,201	1 Month	July '90
Bass Highway Cooee-Cam River	Public Display	Scott & Furphy P/L	16.200	3 Months	Dec '89
Grassy wharf - King Island	Cathodic Protection	Taywood Engineering	39,171	10 Months	Oct '90
Ross & Richmond Bridges	Stonework Preservation	Alan H Spry & Assoc.	6,000	1 Month	March '90
Grassy Wharf - King Island	Estimates & Construction Programming repairs & modifications	Lawson, Potter & Hurd P/L	Schedule of rates	2 Months	March '90
	Engagement of D. Waters		Schedule of rates	Ongoing	
Traffic Services (Roads)	Consolidate, maximise value of resources	Ratio Consultants P/L	13,000	3 Months	May '90
	Road Strategy Plan	Tasgue of Hobart	9,259	4 Months	July '90
Bass Highway Cooee - Cam River	Archaelogical Survey	Ms Ingereth Mc Farlane	1,500	2 Weeks	Aug '89
Tasman Highway Runnymede to Orford	Botanical Survey	Ms D Duncan	1,500	2 Weeks	Dec '89
Arthur highway Eaglehawk Neck	Archaelogical Salvage at Officers Quarters	Karen Townrow	4,500	1 Month	April '90
	Archaelogical Salvage at Officers Quarters	Karen Townrow	4,500	1 Month	July '90
Future Directions Conference	Staff Development	Noga Consulting Service P/L	7,600		
Effectiveness Training	Staff Development	Shirley Batholomew	550	1 Day	Aug '89
Effective Writing	Staff Development	Brian Palfrey & Assoc.	1,500	2 Days	Sept '89

Organisation /Function	Purpose	Consultancy	Estimated Cost	Duration	Completion Date
Effective Comunication	Staff Development	Jeanette Mc Kenzie	1,500	2 Days	Nov '89
Foreman Training	Staff Development	Perspectives P/L	2,100	-	-
Foreman Training	Staff Development	Tas Local Govt Industry Training Committee	2,400	3 Days	Aug '89
Workplace Basic Education	Staff Development	Adult Education	4,700	20 Weeks	Dec '89
nterpersonal Communication Skills for Managers	Staff Development	Stephen Noga & Assoc.	1,600	2 Days	May '90
Effective Communication	Staff Development	Jeanette Mc Kenzie	1,500	2 Days	June '90
Stress Health & Self Care	Staff Development	Steve Biddulph	600		May - June '90
Stress Health & Self Care	Staff Development	Steve Biddulph	600		May - June '90
Stress Health & Self Care	Staff Development	Steve Biddulph	600		May - June '90
Councelling Skills	Staff Development	Steve Biddulph	1,800		May - June '90
Public Relations/Editing	Staff Development	Kay & Kay P/L	1,780	Ongoing	
Management of the Change Process	Staff Development	Noga Consulting Service P/L	1,700	2 Days	June '90
Soil Conservation Lecture	Environmental Training	T. Duckett	300	1 Day	March '90
Information Technology Section	Review Computer Resource Requirements	J. Firth	-		June '90
TRANSPORT					
Cessation of Hobart Radio Implementation of Global Maritime Distress & Sea Safety	To ensure maritime radio communications around Tas. coast are maintained		$ 2,000 - T.T. component, total cost $7,000 shared with Marine Board & others	1 1/2 Months	June '90
All Divisions of D.R.T.	Investigate existing proposed information technology		4,200	1 1/2 Months	June '90
Planning Division	Feasibility of charter -ing foreign aircraft	Avmarc	2,000	2 Weeks	Oct '90
Planning Division	Technical input into study of heavy vehicle operation in Tasmania		15,000	6 Weeks	Nov '89
Planning Division	Develop computer model of Bass Strait Shipping Market	University of Wollongong	Total Project is $ 39,000 $15,000	18 Months	May '90
	Intrastate aviation preliminary assessment	Travers Morgan	1,000	1 Week	Aug '90

Organisation /Function	Purpose	Consultancy	Estimated Cost	Duration	Completion Date
TT Line	Preparation of Specif ication of Tender package for replacement of Abel Tasman	3 Quays Marine Services	110,000	Continuing	Commenced May '89
Marine	Review of functions of the Navigation & Survey Authority of Tasmania	John Stanley & Assoc.	-	-	-
Marine	Provision of Technical assist ance & drawings for a Bruny Island ferry replacement	Ship Technology Unit Pty Ltd	-	-	-
Transport Regulation	Investigation of the cart licencing system in Tasmania	Stuart Joy, Hyland Joy & Assoc.	-	-	-
Transport Regulation	Future arrangements for development of theTas. taxi & hire car industry	Jack Evans Resolution Pty Ltd	-	-	-
Transport Regulation	Design & construction of Burnie Vehicle Inspection Station & Motor Registry	Bush, Parkes Shugg & Moon	-	-	-
Transport Regulation	Project Management advice -Burnie Vehicle Inspection Station & Motor Registry	Construction Contract Services (Tas) Pty Ltd	-	-	-
Marine	Advice on restructuring of the Marine Act for the creation of a Northern Ports Authority	A. White	-	-	-
Transport	Study of Tasmanian road freight industry; development of industry survey	Mr B. Palmer	-	-	-

(Full details of some of the above projects, which were still underway at the time of reporting, are not available. They will be reported in detail in the 1990/91 annual report of the Department)

APPENDIX XX Publications Issued

Abel Tasman Passenger Trends & Characteristics, Dr G. D'Este, November 1989
Accident Analysis Hobart/Glenorchy Traffic Study, Dr LMW Leggett, February 1990
Airline Deregulation, C. Finch, April 1990
Analysis of Pricing Strategies Abel Tasman Service 1990/91, Dr G. D'Este, March 1990
Annual Report, Department of Main Roads, 1988/89
Annual Report, Metropolitan Transport Trust, 1988/89
Annual Report, Transport Tasmania, 1988/89
Bass Strait Shipping Model Working Papers 1. Summary of Results of Shippers Survey, Dr G. D'Este, October 1989
Bass Strait Shipping Model Working Papers 2. Conceptual Model of Carrier Selection, Dr G. D'Este, October 1989
Characteristics of Pedestrian Accidents in Tasmania, Dr LMW Leggett, August 1989
Code of Practice for Star Rating of Licensed Coaches
Conditions of Licence and Timetables: Private Bus Services
Fares and charges: Private bus Services
Fatal Accident Trends Tasmania, Dr LMW Leggett, September 1989
A Guide to the Regulation of Cabs and Hire Cars
A Guide to the Regulation of Coaches and Omnibuses
Hazardous Road Location Program Tasmania 1990, Dr LMW Leggett, March 1990
Licence Conditions and Timetables: Private Bus Services
Microeconomic Reform, C. Finch, May 1990
Offence Deterrence Operations Performance Review January 1986 - January 1990, Dr LMW Leggett, June 1990
Open Road Vehicles Speeds in Tasmania 1985-1989, Dr LMW Leggett, April 1990
Options for Restructuring Motor Taxes Interim Report, J Lane, April 1990
Quality-control based program helps police combat road toll, Dr LMW Leggett, Highway Engineering in Australia, April 1990
A Program of Road Safety Initiatives for Tasmania, Produced by ARRB for Road Safety Starategy Committee, November 1989
Rail Protection Fees for the Road Transport of Rail Preferred Goods
Regulation of the Road/Rail Model Split, Dr G. D'Este, 31st July 1989
Risk and Incident of Casualties Involving Young Drivers, Dr LMW Leggett, April 1990
Tasmanian Ports System, J. Lane and C. Finch, June 1990
Tasmanian Road Toll: Countermeasures, Road Safety Strategy Committee, October 1989
Tasmanian Transport Statistics, 1988/89, Planning Division, 1989
Traffic Accidents on the Tasmanian Classified Road Network, Dr LMW Leggett, September 1989
Traffic Accidents Tasmania 1989, Dr LMW Leggett, January 1990
Traffic Safety Assessment and Management: A Quality Control Approach, Dr LMW Leggett, April 1990

APPENDIX XXI Overseas travel

Personnel	Destination	Details
Mr A H Wilson, Deputy Secretary Roads	New Zealand	These staff members visited the N Z Road
Mr R Wilson, Principal Engineer Road Design	New Zealand	Authority, Transit to review the organisational structure,
Mr P E Giltinan, Contracts Manager, Roads	New Zealand	financial management and operations
Mr M B Gluskie, Accontant, Roads Division	New Zealand	of Transit, in order to assess the restructuring of the Authority.

APPENDIX XXII Conferences and Seminars attended

Mr R.W. Brownley, Road System Engineer, AUSTROADS Project Group on Pavement ManagementSystems, 31st November - !st December 1989, Melbourne.
Mr D. J Conley , Quality Manage:' , Technical Aide to K W Drew at Austroads Council Meeting ARRB Annual Gen.eral Meeting , Melbourne, 8-9 November 1989
Mr G. J. Donnelly, Chief Surveyor - Chief Surveyors ' Meeting, 30 March, Australian Consulting Surveyors Association , 31 March 1990, Canberra.
Mr R. J. Dyer, Engineer, Traffic Services, ARRB Forum on traffic Survey Data Systems including Weigh- in Motion , 7-8 December 1989, Melbourne.
Austroads Working Group on Quality in Contracts, Adelaide, 22-24 January 1990
Technical Aide to K W Drew at Austroads Council Meeting, 21-22 May 1990, Adelaide.
Mr M .B. Gluskie, Accountant (Financial Reporting) , Accounting Systems Development Adelaide, March 1990
Mr R .W. Mc Gee , Bridge Construction Engineer - Austroads Working group on bridge management Systems , Sydney 3-4 May 1990
Mr G. M .Nicols , Engineer ,Bridge Design, Austroads Computer Aided Bridge Design Working group, 27-28 November 1989, Sydney
Mr E. A. Pitman , Section Engineer Bridge Design (1), Austroads Design, Maintenance and Evaluation of Bridges, Brisbane, 24-25 August 1989
Mr R. A. Rallings , Executive Engineer Materials Road Transport Authority Workshop, Sydney 31st May - 1st June 1990.
Mr J. Steele, State Taxi Industry Conference, Hobart,
Mr I. Mc Guinness, Reforms in State government Financial Management, ASA, Hobart ,6th November 1989.
Mr I. Mc Guinness, University Business Colloquium, Hobart, 2nd February 1990.
Mr I. Mc Guinness, Cost Benifit Workshop, DMR, Hobart , 6th March 1990
Mr J.. Lane, Cost Benifit Workshop, DMR, Hobart , 6th March 1990
Dr G. D'Este, Rail industry Council Conference, Hobart , 20thJune 199
Mr J. Lane , Asset Management, A SA, Hobart, 2nd May 1990
Mr I. Mc Guinness, Asset Management, A SA, Hobart, 2nd May 1990
Mr I. Mc Guinness, Asset Management, A SA, Ulverstone, 5th May 1990
Mr B. Elson ,Australian Transport Librarians Meeting (Chairman of Meeting), Adelaide , 3-4 August 1989.
Dr G. D'Este, Aus -Shipping '89, Hobart , 3-4 August 1989.
Mr K. W. Drew, Project Control Group Meeting, Melbourne, Aust and N Z City Transit Association, 12 July 1989.
Mr R. Davidson , Personnel Managers Conference, Melbourne, A.N.Z C.T.A., 24-29 July 1989.
Mr D. Tardy, Planning and Development Conference, Melbourne, A.N.Z C.T.A., 25-26 September 1989.
Mr R. Davidson, Employment Law Conference, Melbourne, 28-30 September 1989.
Mr A. J. Sim, Gas Bus Conference, Adelaide, 8-10 November 1989.
Mr M. E. Lowe, Operations Manager's Conference, A.N.Z C.T.A, Sydney, 5-7 February 1990.
Mr J. Harder, Fares and Ticketing Seminar, State Rail Authority, Sydney, 6-9 March 1990.
Mr A. J. Sim, Standard Tender Document, A.N.Z C.T.A., Sydney, 14-16 March 1990.
Mr K. W. Drew, General Manager Conference, A.N.Z C.T.A., Brisbane, 15-18 May 1990.

APPENDIX XXIII Department of Roads and Transport: Key Personnel

SECRETARY

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SOLICTOR
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Vacant
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George Keenlyside
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Craig Jeffrey
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Phil Giltinan
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REGIONAL ENGINEER, SOUTH
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MANAGER, VEHICLE STANDARDS
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John Reeves
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This report was prepared by the Planning Division, Department of Roads and Transport.

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Photography: Bert Elson, Tasmap Photographics, Mercury, Examiner

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FINANCIAL RESULTS

In accordance with the Treasurer's Instruction the Financial results of the Department of Roads and Transport for the period ending 30 June 1990 are presented in the following order:

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A. COMMENTS ON FINANCIAL ACTIVITIES

1. Significant Financial Outcomes

1.1 Programmes and Activities

. The achievement of Metro in affecting in real terms a small decrease in its operating deficit. If ownership costs are excluded there has been steady and significant decline in real terms in both the deficit and subsidy per passenger over the last five financial years.
. The increase from 52% - 65% recovery on expenditure incurred in operating the Bruny Island Ferry Service.
. The substantial increase in the cost of operating the King Island/Stanley/Melbourne Shipping Service. The need to charter another vessel, the Lady Elizabeth, while modifications relating to asbestos problems were undertaken on the 'Straitsman', cost $450,000.

1.2 Financing and Investment

. Under the Urban Public Transport Agreement Act 1974, the States Grants (Urban Public Transport) Act 1978 and the Australian Bicentennial Road Development Trust Act 1982, the Metropolitan Transport Trust has received capital grants from the Commonwealth Government for expenditure on approved projects.
. The Metropolitan Transport Trust has been acquiring buses under an operating lease for a period of five years.
. Depreciation funds are provided for future capital works, vessels, buses, computing equipment and buildings and equipment. The funds are invested with the State Sinking Fund Commissioners.
. In accordance with the recommendations of the Australian Government Actuary, Metro provides for and invests funds to cover the Trust's liability for superannuation benefits in respect of employees who are contributors to the Retirement Benefits Fund and former employees who are in receipt of pensions.
. Provision has been made to cover the Government's liability for employee entitlements under the State Government Superannuation Accumulation Fund.
. Working capital funds are monitored daily and surpluses invested.

2. Economic Factors

The following factors have effected the achievement of operating results:

. Passenger fare increases in line with C.P.I have increased Metro's cost recovery performance.
. The Pilot Strike from August to December 1989 assisted TT-Line in increasing the number of passengers carried from 210,069 in 1988/89 to 246,718 in 1989/90.
. The general downturn in economic growth in business was attributable to the reduced tonnages carried by the 'Straitsman' on the King Island Service.

3. Pricing and Charging

. Metro fares are not structured to recover all operating costs as it is Government policy to subsidise public transport.
. Bruny Island Ferry fares are set at a level the community can afford and not on a full recovery basis.
. King Island and Stanley shipping rates are not set on a commercial basis due to the need to provide assistance to industry at these remote locations.

4. Capital Projects

(a) Uncompleted Capital Projects

(i) Upgrading Grassy Wharf

Preliminary work commenced in June 1989 and the upgrading and extension of the wharf will be completed in January 1991. Work on the Cathodic Treatment for protection of the wharf will commence after all other work has been completed.

The Cathodic Protection project will not be completed this financial year. The estimated cost of the project, $4.5M, is dependent on the cost of Cathodic Treatment.

(ii) New Bruny Island Ferry

The replacement ferry for the 'Mangana' is being built in Launceston by Launceston Marine Industries and will be launched in December 1989 and commence service in January 1991. The cost of the project is $6.27M of which $1M is to be paid by the Commonwealth Government.

5. Performance Indicators

Divisional performance is required monthly on a program level. The Department is developing a corporate method of reporting global performance which will contain performance indicators which enable the effectiveness and efficiency of the Agency to be assessed internally and externally by the Parliament and the public.

Broadly the performance of particular programmes will be measured against the objectives of the Agency through the following:

- Assessment of actual achievements against specific targets.
- Monitoring and analysis of the Corporate performance indicators as developed in consultation with the Divisions.
- Consultancy services to assist any part of the organisation undertake their own performance evaluations.
- Use of process evaluation techniques for quality and productivity improvement.
- External reviews when appropriate.

Performance indicators are an integral part of reporting to the Abel Tasman Advisory Board. Performance indicators

provided include:
- Passenger and passenger vehicle unitary and financial projections.
- Berth occupancy ratio past and future.
- Spending rate per passenger for each service facility.
- Unitary and financial performance for each Travel Centre and TT-Line Reservation Booking office in each State.
- Average passenger and vehicle yield for each month.

Roads Division have also developed performance indicators which are:-

(i) Social Justice
- Creation of a clear public image that can gain wide recognition.
- Prompt and accurate response to all requests from its client groups.
- Completion of the development of criteria for assessing the social impact of Roads projects.
- Development of forward Road programs using social assessment criteria.
- Publication of programs from which community acceptance can be determined.

(ii) Road Safety
- A reduction in the number and severity of road crashes where road conditions are identified as a contributing factor.
- Incorporation of road safety considerations into all Divisional operations.

(iii) Environment
- Production of standards that will keep the Roads impact on environment at an acceptable level.
- Implementation of these standards in design, documentation and construction supervision.

(iv) Staff
- Implementation of Occupational Health and Safety program.
- Communications of policies and procedures to staff.
- Development of career paths within the Division and a clear understanding of these by staff.
- Implementation of recommendations of culture development program.

(v) Accountability and Efficiency
- The number of suggestions received.
- The number of products trialled using the Research and Development funds.
- Actual financial savings by adoption of these suggestions.

6. Risk Management Policies

The Risk Management policy being developed by the Department includes the following objectives -
. Reducing the number of insurance claims.
. Reducing the number of accidents - this includes:
  - motor vehicles
  - sea-going personnel
  - office staff
. Reviewing workers compensation claims.
. Including Risk Management procedures as part of the performance appraisal evaluation.
. To require insurance contractors to provide sufficient public liability.
. Reducing wastage.
. Reducing time cash is held.
. Improved management efficiency and internal control for Line Managers i.e. ensure on-going support which in turn ensures continuity of services.

7. Asset Management Policies

(i) Policies
- Maximise the use of existing assets.
- Avoid leasing accommodation.
- No new asset will be built or acquired without a cost/benefit analysis and evaluation. This analysis will include confirmation of the Agency's capacity to service its future commitments.
- To reduce the Government's debt on fixed assets.

(ii) Strategies
A Departmental assets register is being established. Information in the register includes:
- Historical cost/loan debt.
- Written down value.
- Current Government valuation.
- Annual maintenance.

The register will enable Management to carry out periodic reviews of its assets and provide information to assist in the optimal utilisation of its assets.

(iii) Initiatives
The Department has made the following initiatives in maximising the use of its assets:

(a) Student Transport Branch
In December 1989 the responsibility for operating the Student Transport Scheme was transferred from Education to this Department. Office space at the Metro Head Office at Springfield was utilised to accommodate the Administration staff of this Section.

(b) Inspection Facilities
For many years the constrained facilities for motor vehicle inspections at Sun Street has been a problem for the Transport Administration and the public. The Department is currently developing new and upgraded facilities at Metro's Mornington Depot which will:
- Maximise the utilisation of the Mornington Depot.
- Substantially improve motor vehicle inspection facilities.
- Enable the Sun Street property to be sold or used for other purposes.

B. FINANCIAL STATEMENTS

DEPARTEMENT OF ROADS AND TRANSPORT
CONSOLIDATED FUND
SUMMARY OF EXPENDITURE AND RECEIPTS
YEAR ENDING 30 JUNE 1990

EXPENDITURE 1988/89 Actual $		Estimate $	1989/90 Actual $	Variation $
31,817,000	Program 1: Main Roads	118,235,000	123,404,000	+5,169,000
14,688,053	Program 2: Transport	14,904,700	15,388,212	+ 483,512
1,164,541	Program 3: Road Safety	1,073,700	1,063,208	- 10,492
24,574,653	Program 4: Metropolitan Transport Trust	25,500,000	25,747,203	+ 247,203
72,244,247	TOTAL EXPENDITURE	159,713,400	165,602,623	+5,889,223
RECEIPTS				
	Program 1: Main Roads			
52,352,082	Program 2: Transport	53,650,000	55,041,081	+ 1,391,081
	Program 3: Road Safety			
9,023,286	Program 4: Metropolitan Transport Trust	9,400,000	9,486,147	+ 86,147
61,375,368	TOTAL RECEIPTS	63,050,000	64,527,228	1,477,228

CONSOLIDATED EXPENDITURE FUND AS AT THE 30th JUNE 1990

1988/89	RECURRENT SERVICES	Estimate	1989/90 Actual	Variance	ACTUAL EXPENDITURE MADE UP OF Salaries	D.P.Costs	Other	Notes
	PROGRAM 1 Roads							
7,526,000	A100 Operating	7,780,000	8,406,000	626,000	8,406,000	-	10,000	
20,000	C544 State Offices Canteen	10,000	10,000	-	-			
432,000	C751 Sale and Rental of Land	200,000	260,000	60,000	-	-	260,000	
485,000	Workers Compensation Claims	-	-	-	-	-	-	
34,000	R053 Local Government Contribution	45,000	28,000	17,000	-	-	28,000	
23,320,000	H100 Other Works and Services	110,200	114,700,000	4,500	-		114,700,000	
31,817,000		118,235,000	123,404,000	5,169,000	8,406,000		114,998,000	
	PROGRAM 2. Transport							
	A100 Salaries							
2,380,091	Motor Registry	2,386,000	2,384,767	(1,233)	2,384,767	-	-	
1,418,545	Traffic Engineering	1,438,000	1,438,000	-	1,438,000	-	-	
224,853	Economic Planning & Research	241,000	241,000	-	241,000	-	-	
9,676	Aerodromes	10,000	11,233	1,233	11,233	-	-	
4,033,165		4,075,000	4,075,000	-	4,075,000			
	Other Expenses							
35,000	Aerodromes	30,000	30,000	-	-	-	30,000	
	Fees & Charges for Motor Vehicles:							
1,220,000	Collection Costs	1,387,000	1,387,000	-	-	664,039	722,961	#1
919,400	Traffic Engineering	263,000	263,000	-	-	-	263,000	#2

	Economic Planning &							
108,000	Research	99,000	99,000	-			99,000	
-	Traffic Signals	320,000	270,000	(50,000)			270,000	#2
	Licensing Appeals							
7,248	Tribunnal	4,012	7,602	3,590			7,602	
6,704,052	Previous Year's Loss	7,250,688	7,250,688	-	6,237,198		1,013,490	#3
	Concessional Travel for							
	Pensioners & Unemployed:							
780,000	Private Bus Operators	744,000	889,000	145,000			889,000	#4
3,806	Ferry Operators	4,000	6,575	2,575			6,575	
	Pensioners on King &							
	Flinders Islands:							
4,971	Air Travel Subsidy	3,000	6,268	3,268			6,268	
460,000	Taxi Service for Disabled	352,000	633,000	281,000			633,000	#4
52,000	Kingston Bus Service	52,000	40,000	(12,000)			40,000	#5
	Road, Rail & Ferry Services:							
1,534	Passes & Concessions	2,000	1,909	(91)			1,909	
	Residents on King &							
	Flinders Islands:							
140,000	Air Travel Subsidy	129,000	159,000	30,000			159,000	#4
-	Student Bus Service	-	78,291	78,291			78,291	#3
	Reserved By Law							
	Freight Subsidies under							
	Straits Islands Shipping							
218,877	Services Subsidy Act	190,000	191,879	1,879			191,879	
14,688,053		14,904,700	15,388,212	483,512	10,312,198	664,039	4,411,975	
	PROGRAM 3. Road Safety							
828,841	A100 Salaries	803,100	792,838	(10,262)	792,838			#6
	Other Expenses							
273,800	Publicity & Promotion	218,100	218,100	-			218,000	
6000	Driver Training	6,200	5,970	(230)			5,970	
15,900	Equipment & Stores	16,300	16,300	-			16,300	
40,000	Initiatives .	-	-	-				
-	Works & Services	30,000	30,000	-			30,000	
1,164,541		1,073,700	1,063,208	(10,492)	792,,838	-	270,370	
$15,852,594		$15,978,400	$16,451,420	$473,020	$11,105,036	$664,039	$4,682,345	
	PROGRAM 4. Metro							
15,514,000	C 033 Contribution	16,099,000	16,354,000	+255,000	13,996,000	5,326,783	4,642,606	
-	C182 Debt Charges*	-	-	-	-	-	-	
15,514,000		16,099,000	16,354,000	+ 255,000	13,996,000	5,326,783	4,642,606	

Notes of Variances in Consolidated Fund Expenditure:-

1 Significant increases in item C111 were:
: Postage Charges, $120,000 (26%).
: Purchase of Number Plates, $120,000 (107%)
: Data Processing Costs, $39,000 (6%)

#2 Changed funding arrangements makes direct comparison with 1988/89 figures meaningless.

#3 Refer Financial Statements accompanying notes 3 and 4.

#4 In each case, greater than anticipated use of these services necessitated additional funds being provided.

#5 Contract arrangement reduced to $40,000 1989/90.

#6 Net Expenditure during 1989/90 decreased by $115,000. The primary reason was that $139,000 in credit was offset against expenditure. Refer note on Road Safety account.

* Previously included in Government Contribution. Revenue Earnings has been offset.

DEPARTMENT OF ROADS AND TRANSPORT
CONSOLIDATED FUND - RECEIPTS
YEAR ENDING THE 30th JUNE 1990.

RECEIPTS 1988/89 Actual $	RECURRENT	Estimate $	1989/90 Actual $	Variation $
	STATE			
19,459,346	Stamp duty (Y052)	20,000,000	21,820,391	+ 1,820,391
19,729,626	Motor Taxation (Y055)	20,190,000	19,958,931	- 231,069
11,531,919	Traffic Fees (Y804)	11,810,000	11,956,913	+ 146,913
50,720,891	TOTAL RECURRENT RECEIPTS	52,000,000	53,736,235	+1,736,235

Note: Treasury and Commission records differ as to the amounts transmitted to Treasury due to end of year collections being forwarded after 30 th June.

DEPARTMENT OF ROADS AND TRANSPORT
SPECIAL DEPOSITS AND TRUST FUND
T890 STATE FIRE COMMISSION SUSPENSE ACCOUNT
STATEMENT OF EXPENDITURE AND RECEIPTS
YEAR ENDING 30 JUNE 1990

Function and Purpose of Account:-
Transport Division Remit Fire Services Levies on Registrations to this Trust Account. State Fire Commission control this account.

1888/89 Actual $		1989/90 Actual $
1,631,191	Receipts	1,664,846
1,631,191	TOTAL RECEIPTS	1,664,846

C. DETAILED FINANCIAL STATEMENTS

(i) TRANSPORT DIVISION

COASTAL SHIPPING SERVICE
TRADING STATEMENT FOR THE YEAR ENDED 30 JUNE 1990

1988/89 $			1989/90 $
	Revenue		
5,781,333	Freight (1)	5,152,726	
23,928	Miscellaneous	3,760	
187,460	Interest Earned by Depreciation Fund	219,898	
5,992,721	Total Revenue		5,376,384
	Expenditure		
161,680	Administration	471,515	
4,631,985	Terminal Costs (1)	4,364,124	
2,945,990	Ship Operating Costs	3,133,490	
7,739,655	(Note 13)		7,969,129
17,546	Depreciation		17,620
7,757,201	Total Expenditure		7,986,749
$1,764,480	Loss Transferred to Consolidated Trading Statement		$2,610,365

Note :Interest payable on outstanding loans and advances is shown in the Commission's Profit and Loss Statement (Transport Act 1981 - Section 18(c)(iv) refers).

(1) Includes Wharfage

BRUNY ISLAND FERRY SERVICE
TRADING STATEMENT FOR THE YEAR ENDED 30 JUNE 1990
Transport Act 1981 - Section 18(1)(a)

1988/89 $			1989/90 $
	Revenue		
483,013	Fares and Freight	583,872	
22,270	Rents Received	24,030	
117,746	Interest earned by Depreciation Fund	143,771	
15	Miscellaneous	------	
623,044	Total Revenue		751,673
	Expenditure		
	Administration		
93,124	Salaries and Wages	73,079	
25,742	Other Costs	35,273	
118,866			108,352
37,303	Terminal Costs		30,727
	Vessel Operating Costs		
381,922	Salaries and Wages	399,634	
109,160	Fuel	132,749	
209,565	Annual Surveys	53,752	
79,496	Insurance	48,665	
43,503	Other Costs	18,183	
823,646			652,983
-	Provision for Leave (Note 13)		77,866
53,552	Depreciation		56,615
1,033,367	Total Expenditure		926,543
$410,323	Loss Transferred to Consolidated Trading Statement		$174,870

Note :Interest payable on outstanding loans and advances is shown in the Commission's Profit and Loss Statement (Transport Act 1981 - Section 18(c)(iv) refers).

TRANSPORT COMMISSION
CONSOLIDATED TRADING STATEMENT FOR THE YEAR ENDED 30 JUNE 1990
Transport Act 1981 - Section 18(1)(b)

1988/89 $			1989/90 $
	Losses from Trading Statements-		
410,323	Bruny Island Ferry Service	174,870	
1,764,480	Coastal Shipping Service	2,610,365	
$2,174,803	Total Trading Losses Transferred to Profit and Loss Statement		$2,785,235

TRANSPORT COMMISSION
PROFIT AND LOSS STATEMENT FOR THE YEAR ENDED 30 JUNE 1990
Transport Act 1981 - Section 18(1)(a)

1988/89 $			1989/90 $
	Revenue		
334,890	Public Vehicle Licence Fees		210,276
125,000	Contribution from Department of Main Roads towards cost of Inspection and Weighing of Motor Vehicles		130,000
194,300	Contribution from Motor Registry towards inspection of Motor Vehicles		183,080
73,880	Interest Earned by Depreciation Fund (Note 7)		201,508
34,533	Vehicle Escort Fees		33,259
162,355	Vehicle Inspection Fees		185,470
87,751	Miscellaneous		46,880
-	School Bus Unit Recoveries (Note 4)		78,291
-	Extra-Ordinary Revenue: Treasury Advances (Note 4)		30,804
-	Interest Earned on Investments (Note 7)		277,050
	Data Processing:		
391,595	External	431,946	
800,500	Internal	919,737	
			1,351,683
2,204,804	Total Non-Trading Revenue		2,728,301
	Less Expenditure		
2,174,803	Losses from Consolidated Trading Statement		2,785,235
	Secretariat		
864,090	Salaries, Wages and Payroll Tax		771,092
227,512	Superannuation/Pensions and Gratuities		266,788
258,792	Phones, Power		294,862
342,092	Other Costs		185,864
	Directorate		141,926
1,692,486			1,660,532
	Legal		
151,699	Salaries, Wages and Payroll Tax		153,187
60,908	Other Costs		39,943
212,607			193,130
	Industrial and Personnel		
335,505	Salaries and Payroll Tax		183,556
48,323	Other Costs		69,119
383,828			252,675
	Finance Branch (Including Internal Audit)		
700,662	Salaries, Wages and Payroll Tax (Net)		715,872
214,158	Superannuation and Gratuities		343,022
152,188	Other Costs		134,605
1,067,008			1,193,499
	Data Processing		
564,247	Salaries, Wages and Payroll Tax (Net)		556,534
201,664	Repairs and Maintenance, Prime Equipment		250,353
192,243	Other Costs		237,826
958,154			1,044,713
	Marine Branch - Non-Operating		
126,301	Salaries, Wages and Payroll Tax		114,922
16,137	Other Costs		21,046
142,438			135,968

	School Bus Unit (Note 4)	
-	Salaries, Wages and Payroll Tax	14,605
-	Data Processing Costs	51,250
-	Other Costs	42,304
		108,159
	Public Vehicle Control -Public Vehicles	
296,999	Salaries, Wages and Payroll Tax	285,573
82,730	Superannuation and Gratuities	71,957
41,731	Postage and Printing	29,578
101,986	Other Costs	74,940
523,446		462,048
	Vehicle Standards	
1,019,457	Salaries, Wages and Payroll Tax	1,110,866
60,059	Superannuation and Gratuities	64,806
15,828	Postage and Printing	20,012
99,245	Motor Vehicle Costs	91,750
211,367	Other Costs	200,184
1,405,956		1,487,618
	PTA Engineering (Note 8)	
-	Doubtful Debt Written off	41,096
9,459	Other Costs	38,851
		79,947
	DEPRECIATION	
	Non-Trading Sections	
68,197	Buildings	107,616
136,469	Prime Computer Equipment	135,250
204,666		242,866
789,905	**Interest** (Note 10)	1,046,493
	Provisions & Reserves	
50,000	Re-establishment (Note 5)	77,731
17,000	Loan Amortisation (Note 2)	19,500
	Asset Replacement (Note 7)	201,508
67,000		298,739
9,631,756	**Total Expenditure/Debits**	10,991,622
176,264	Gain on Sale of Assets (Note 5)	77,731
	Loss Transferred to Net Revenue	
$7,250,688	**Appropriation Statement**	$8,185,590

TRANSPORT COMMISSION
NET REVENUE APPROPRIATION STATEMENT
FOR THE YEAR ENDED 30 JUNE 1990

1988/89 $		1989/90 $
6,704,055	Balance Brought Forward 30 June	7,250,688
	Deduct Amount Received from Treasury under Section 19(2) of the Transport	
6,704,055	Act 1981	7,250,688
$7,250,688	Balance brought down from Profit and Loss Statement	$8,185,590

TRANSPORT COMMISSION
BALANCE SHEET AS AT 30 JUNE 1990
Transport Act 1981 - Section 18(1)(e)

1989 $			1990 $
	NATURE AND SOURCE OF FUNDS		
	Permanent Capital (Note 2)		
3,262,128	Interest Bearing Loans: State Treasury	2,565,150	
125,056	Interest Bearing Loans: Other Sources	3,092,056	
3,387,184			5,657,206
	Grant		
	Grant from Australian Centennial Road Development Fund for construction of		
-	New Bruny Ferry. (Note 15)		1,000,000
	Working Capital (Note 3)		
	Interest Bearing Advances from State Treasury for Working Expenses,		
4,262,784	Purchase and Manufacture of Stores	4,231,980	
(7,250,688)	Un-Reimbursed Loss for Year	(8,185,590)	
(2,987,904)	Total Net Funds for Working Capital		(3,953,610)
547,810	Loan Redemption Reserve		448,566
	Contribution by Commonwealth Government		
124,942	Towards Reduction of Loan Liability		192,665
2,935,943	Asset Replacement Reserve		3,242,612
50,000	Provision for Re-Establishment (Note 5)		127,731
-	Provision for Leave, Superannuation (Note 13)		390,526
17,000	Provision for Loan Amortisation (Note 2)		36,500
$4,074,975	TOTAL FUNDS FOR ALL PURPOSES		$7,142,196

The Balance Sheet and accompanying Statements have been drawn up so as to give, to the best of our knowledge and belief, a true and fair view of the results of the operations for the year and the state of Commission's affairs as at 30th June 1990.

K W Drew,
Secretary,
Department of Roads and Transport

D T Yaxley,
Director of Finance
Department of Roads and Transport

	THIS SUM IS REPRESENTED BY		
	Fixed Assets (Notes 1.4, 6)		
1,287,974	Marine Services, Plant, Equipment	1,210,438	
824,643	Less Provision for Depreciation	867,771	342,667
463,331			
-	Grassy Wharf Construction	68,477	
-	New Bruny Ferry (Note 15)	2,273,983	
2,225,392	Land and Buildings	2,851,754	
493,866	Less Provision for Depreciation	572,813	2,278,941
1,731,526			
611,760	Aerodromes and General	611,760	
10,639	Less Provision for Depreciation	33,333	578,427
601,121			
1,367,592	Computer Equipment	1,043,743	
947,734	Less Provision for Depreciation	627,554	416,189
419,858			
-	Traffic Engineering Works (Note 6)		698,000

3,215,836	Total Net Fixed Assets	6,656,684	
	Investments (Note 7)		
	Depreciation Funds Invested with State		
3,421,040	Sinking Fund Commissioner's	3,344,871	
	Deposits at Tascorp	1,591,000	
3,421,040		4,935,871	
	Current Assets		
1,293,599	Bank and Cash in Transit	-	
29,588	Advances Held by Officers	24,375	
1,089,635	Sundry Debtors	1,212,454	
182,185	Stocks, Materials	178,423	
74,213	Prepayments	49,691	
2,669,220		1,464,943	
	Less Current Liabilities		
5,676,487	Sundry Creditors	6,198,141	
-	Bank	201,018	
-	Deposits	1,600	
6,400,759			
(3,007,267)	Total Net Current Assets		
(4,935,816)			
	Deferred Assets (Note 9)		
445,366	Plant, Equipment, Vehicles	394,755	
-	Deferred Interest	90,702	
445,366			
485,457			
$4,074,975	TOTAL NET ASSETS	$7,142,196	
	CONTINGENT LIABILITIES		
1,594,796	Long Service Leave	1,547,566	
953,553	Annual Leave	957,827	
$2,548,349		$2,505,393	#

Includes Marine Division: Coastal Shipping and Bruny Island Ferry Service.

TRANSPORT COMMISSION
STATEMENT OF SOURCES AND APPLICATIONS OF FUNDS
FOR THE YEAR ENDED 30 JUNE 1990

1989 $			1990 $
	SOURCES OF FUNDS		
	Funds from Operations (Note 14)		
111,516,862	Inflows	114,967,426	
118,346,107	Outflows	122,291,682	
(6,829,245)	Net Outflows		(7,324,256)
	Decrease in Assets		
	Current:		
11,537	Prepayments	24,522	
-	Advances	5,213	
-	Stocks	3,762	33,497
	Non-Current:		
25,865	Fixed Assets	-	-
37,402			
	Increase in Liabilities		
	Current		
891,182	Creditors	521,654	
(79,775)	Consolidated Fund Balances	67,302	
-	Bank	1,494,617	
-	Deposits	1,600	
811,407			2,085,173
	Non-Current		
261,441	Asset Replacement Reserve	105,161	
1,122,352	Treasury Advances		
	Working Capital :		
6,704,055	Previous Year's Loss	7,250,688	
-	Loans	2,337,745	
8,899,255			9,693,594
-	Grant		1,000,000
-	Profit on Sale of Assets		77,731
$2,107,412	TOTAL SOURCES OF FUNDS		$5,565,739
	APPLICATIONS OF FUNDS		
	Increase in Assets		
	Current		
113,105	Bank	-	
1,493	Advances	-	
359,454	Sundry Debtors	122,819	
20,895	Stocks, Materials		122,819
494,947			
	Non-Current		
64,652	Deferred Assets	40,091	
453,321	Investments	1,514,831	
-	Fixed Assets	3,265,437	4,820,359
517,973			
	Decrease in Liabilities		
	Current		
900,000	Prepaid Sales Proceeds	-	
-	Advances	30,804	30,804
	Non-Current		
194,492	Loans	-	
-	Depreciation	492,513	
-	Loan Redemption Reserve	99,244	591,757
1,094,492			
2,107,412	TOTAL APPLICATIONS OF FUNDS		$5,565,739

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 30 JUNE 1990

1. STATEMENT OF ACCOUNTING POLICIES

1.1 Statutory Requirements: The Statements have been prepared in accordance with relevant provisions of the Transport Act 1981.
1.2 General: The accounting policies generally applied and underlying the Financial Statements encompass the accrual and going concern bases of accounting. The year-end accruals have taken into account the wages and salaries due to be paid to the 30th June 1990.
1.3 Accounting Standards/Regulations: The accompanying Financial Statements have been prepared in accordance with the Accounting Standards issued by the Australian Accounting bodies.
1.4 Depreciation: Fixed assets are valued at cost and with the exception of land, are depreciated on the straight line method using rates designed to write off the assets over the expected economic life of the asset.
1.5 Insurance: All assets that are insured are covered under policies arranged by the Division's Insurance Brokers.

2. LOANS

Until 30 June 1985, loans were provided by the State Government. Under the terms of Section 12 (a) of the Transport Act 1981, loans since that date have been provided by the Tasmanian Public Finance Corporation ("Tascorp"). Three "Tascorp" loans are due for repayment before the assets for which the funds are borrowed will be fully depreciated. This will result in special provisions being required to enable sufficient funds to accumulate to the amount to be repaid on the due date. The total provision to 30 June 1990 of $36,500 relates to loans due for repayment in 1992. New loans raised in 1989/90 amounted to $2.967m.

3. WORKING CAPITAL

Annual losses of the Commission are re-imbursed from the Consolidated Fund and are non interest-bearing loans as provided under Section 19 (2) of the Transport Act 1981. The trading divisions of the Commission incurred an increased working loss of $.610m, the primary causes of which were reduced revenues on the 'Straitsman' ($.616m) largely due to its being out of service for asbestos-related repairs, an increase in Bruny Island Ferry revenue ($.129m), reduced Bruny Ferry vessel operating costs ($.171m), reduced Terminal costs for the 'Straitsman' ($.268m) and dry-docking costs ($.244m), and increases for 'Straitsman' items of asbestos repairs ($.181m), and hiring 'Lady Elizabeth' ($.116m).

4. REVENUES

Note 3 in the 1988/89 Financial Statement refers to the amount of $30,804 brought to account as revenue this year.
The School Bus Unit was transferred to the Department of Roads and Transport (Transport) during 1989/90. Administration costs of $108,159 were offset by funds totalling $78,291 received from the Department of Treasury and Finance. This receipt included $25,000 for Data Processing Development.

5. PROVISION FOR RE-ESTABLISHMENT

The amount of $127,731 in the Provision for Re-Establishment relates to $50,000 referred to in the 1988/89 Financial Statements and an additional $77,731 which is the gain on sale of the Burnie Office. The approval of the Under Treasurer was obtained to retain these funds to finance the new complex at Burnie.

6.FIXED ASSETS

Fixed assets are shown in the Financial Statements at cost of acquisition. Fully depreciated assets, including "Straitsman", are excluded from the Balance Sheet. The initial acquisition value of these assets totalled $3,686,217. In 1989/90 there was a significant change in funding arrangements for the Traffic Engineering Branch. Capital expenditure was funded from external borrowings in 1989/90 and has been capitalised whereas in prior years, this type of expenditure was funded through the Consolidated Fund.

7.INVESTMENTS

Under Section 17 of the Transport Act 1981, the Commission must invest any funds it sets aside for depreciation with the State Sinking Fund Commissioners. Interest earned on Depreciation Fund investments has been brought to account as income for the two trading segments (Coastal Shipping and Bruny Island Ferry Service). All other interest earned by the Fund has been credited to the Profit and Loss Statement and transferred to the Asset Replacement Reserve to enable the Commission to meet major capital expenditure.
The balance of the Depreciation Fund varies with Treasury records by $3,539. This reflects the balance of interest undrawn at 30th June 1990 but brought to account in the Commission's records. For the first time, this Division has invested temporary surplus funds with "Tascorp". The revenue is reflected in the financial statement.

8.PTA ENGINEERING

Costs incurred on behalf of PTA Engineering have been separately recorded in the Profit and Loss Statement. Included in the Statement is a doubtful debt written off in June 1990.

9.DEFERRED ASSETS

These assets are temporarily financed from revenue funds and written off to working accounts over the expected economic life of the asset. In 1989/90, additional items with small balances were written off. The additional write-off amounted to $31,373. An amount of $90,702 has been brought to account as Deferred Interest Payments. This represents the difference between loan proceeds and amounts to be repaid at maturity. This sum will be written-off over the period of the respective loans.

10. INTEREST ON TREASURY LOANS AND ADVANCES

Interest charged to the respective Trading and Profit and Loss Statements reflects the net cost of interest charged by Treasury after allowing credits or capital reductions of loans and monies held on deposit at Treasury. In 1989/90, these credits amounted to $136,013 and $24,034 respectively. Interest payable during 1989/90 on loans, advances, and Depreciation Fund monies used for the purchase of new assets, is recorded in the following schedule:

Deprec.	Interest Debited to: P. & L. Fund $	Consol. Account $	Treasury Fund $	Tascorp $	Total $
Bruny Ferry Service	167,074	45,654	-	212,728	212,728
Coastal Shipping	22,346	-	1,067	23,413	-23,413
Non-Trading Branches	648,223	33,351	128,778	810,352	55,133865,485
TOTALS	837,643	79,005	129,845	1,046,493	55,1331,101,626

11. CONSOLIDATED FUND STATEMENTS

Treasury and Commission records differ as to amounts transmitted to Treasury due to end of year collections being forwarded after the 30th June.

12. WATERSIDE WORKERS' FEDERATION, STANLEY - JOINT VENTURE

An agreement commenced on 11th April 1988 with the Stanley Branch of the Waterside Workers' Federation for the purpose of promoting the efficiency of the operation to the joint benefit of the parties and of the shippers. Savings to the Department amounted to $26,643.

13. COASTAL SHIPPING SERVICE

The following cost analysis for the Coastal Shipping Service for 1989/90 has been provided to support the summarised detail in the Trading Statement for this segment of operations.

Expenditure Analysis: Coastal Shipping Service: 1989/90

1988/89 $		1989/90 $
	Administration	
114,379	Salaries and Wages	110,209
15,993	Superannuation	22,660
	Provisions for Leave, Superannuation	312,660
31,308	Other Costs	25,986
161,680		471,515

Terminal Costs

		Melbourne	Stanley	Grassy	Total	
157,489	Salaries, Wages	40,712	100,752		141,464	
207,847	Other Labour	241,060			241,060	
2,019,843	Stevedoring	992,834	595,101	394,698	1,982,633	
602,876	Equipment Hire	98,564	368,507	144,468	611,539	
897,327	Wharfage	315,237	187,683	241,285	744,205	
221,406	Freight		189,742		189,742	
165,000	Rental	165,000			165,000	
80,000	Agency Fees			80,000	80,000	
49,760	Joint Venutre		26,643		26,643	
230,437	Other Costs	80,623	88,802	12,413	181,838	
4,631,985		1,934,030	1,557,230	872,864	4,364,124	4,364,124

Operating Costs			
1,280,510	Salaries, Wages	1,365,545	
111,355	Superannuation	188,561	
50,277	Workers' Compensation	3,762	
73,838	Travelling, Vehicle	68,442	
73,947	Fees, Licences	74,039	
253,966	Dry Docking	10,457	
114,130	Repairs, Maintenance	139,691	
114,932	Mooring, Berthing, Port Charges	154,082	
470,836	Fuel	491,982	
90,965	Catering	109,803	
-	Hire of Lady Elizabeth	116,176	
-	Asbestos-related repairs	180,988	
311,234	Other Costs	229,962	
2,945,990		3,133,490	
$7,739,655	Total Expenditure		$7,969,129

Historically, there has been no provision for accrued leave due to employees in this service. In view of the impending cessation of the "Straitsman's" service, it was considered prudent to provide for the accrued liabilities for annual and long service leave and the superannuation liability as at 30 June 1990. The leave liability for the Bruny Island Ferry Service has also been included for the first time. Relevant details are disclosed in the Bruny Island Ferry Service Trading Statement and the above Note.

14. RECONCILIATION OF FUNDS WITH NET LOSS

			$
Net Funds Outflow from Operations			7,324,256
Add:			
Depreciation	317,102		
Loan Amortisation	19,500		
Re-Establishment	77,731		
Asset Replacement	201,508		
Leave, Superannuation	390,526		
Consolidated Fund Balances	(67,302)	Dr	
			939,065
			8,263,321
Less:			
Proceeds of Asset Sale	120,000		
Less Debits against proceeds	42,269		77,731
Net Loss 1989/90			$8,185,590

15. COMMITMENT, REPLACEMENT BRUNY ISLAND FERRY

Construction of a new ferry to replace the "Mangana" commenced in 1989/90. The contract price is $5.2 million of which $2,223,927 was paid to 30 June 1990. A further $892,000 was paid in August 1990.

A Grant of $1m has been provided from the Australian Centennial Road Development Fund for construction of the new ferry.

TRAFFIC ACCOUNT
STATEMENT OF INCOME AND EXPENDITURE
FOR THE YEAR ENDED 30 JUNE 1990

1988/89 $			1989/90 $	
		Income		
25,164		Balance from Last Account	6,506	
		Amounts Recovered from Treasury for Year Ended 30 June		
3,511,696		- Motor Registry Division	3,771,767	
2,277,449		- Traffic Engineering Division	1,971,000	
768,650		Contribution Motor Accident Insurance Board	774,278	
76,410		Fees - Motor Cycle Driving Course	111,512	
6,659,369		Total Income		6,628,557
		Expenditure		
		Motor Registry		
2,380,091		Salaries and Wages	2,467,039	
186,626		Pensions and Gratuities	175,013	
625,908		Data Processing Costs (Net)	664,039	
194,300		Vehicle Inspection	183,080	
454,640		Postage, Printing and Stationery	574,888	
184,468		Motor Cycle Training Course	188,334	
112,238		Number Plates	232,149	
214,095		Other Costs	212,896	
4,352,366				4,697,438
		Traffic Engineering		
1,418,545		Salaries and Wages	1,430,703	
-		Superannuation	57,185	
-		Insurance	24,340	
-		Motor Vehicle Costs	50,499	
-		Interest on Borrowings	20,000	
-		Data Processing Costs	41,990	
242,036		Electricity	261,064	
639,916	#	Other Costs	79,321	
2,300,497				1,965,102
6,652,863		Total Expenditure		6,662,540
$6,506	Cr	Balance to Next Account		$27,477 Dr

Refer to Note to Accounts No. 6. Changed funding arrangements makes direct comparisons with 1988/89 not meaningful.

TRANSPORT COMMISSION
MOTOR TAXATION REVENUE STATEMENT
FOR THE YEAR ENDED 30 JUNE 1990

1988/89 $		1989/90 $	1989/90 $
19,782,002	Motor Tax	20,023,939	
7,901,406	Registrations	8,046,555	
2,991,235	Drivers Licences	3,204,698	
1,632,805	Fire Levy	1,666,904	
189,510	Public Vehicle Permit Fees	181,610	
245,906	Number Plates	288,559	
190,738	Miscellaneous Fees and Charges	198,065	
202,634	Motor Vehicle Security Interest	219,036	
33,136,236			33,829,366
	Less Refunds:		
241,886	- Motor Tax and Fees	246,618	
1,614	- Fire Levy	2,058	
243,500			248,676
$ 32,892,736	Net Collections Payable to Treasury		$33,580,690

TRANSPORT COMMISSION
STAMP DUTY COLLECTION STATEMENT
FOR THE YEAR ENDED 30 JUNE 1990

1988/89 $		1989/90 $
19,537,885	Stamp Duty Collected	21,946,629
78,539	Less Refunds of Stamp Duty	126,238
$19,459,346	Net Collections Payable to Treasury	$21,820,391

TRANSPORT COMMISSION
ROAD SAFETY
STATEMENT OF RECEIPTS AND PAYMENTS
FOR THE YEAR ENDED 30 JUNE 1990

1988/89 $		1989/90 $	
	Receipts		
7,434 Dr.	Balance from Last Account	22,228	Dr
1,164,541	Amount Received from Treasury	1,063,208	
1,157,107	Total Receipts	1,040,980	
	Payments		
677,253	Salaries and Wages	682,431	
197,924	Publicity (1)	114,341	
40,000	Consultancy Road Safety Initiatives	-	
68,200	Helmet Rebates (1)	103,833	
76,222	Travel and Motor Vehicle Costs (2)	46,416	
28,570	Equipment Purchases	38,157	
91,166	Other Costs	78,786	
1,179,335	Total Payments	1,063,964	
22,228 Dr	Balance to Next Account	$22,984	Dr

((1) These amounts are net of alternative funding credits amounting to $76,194.
(2) Recovery of costs, primarily through disposal of vehicles, amounted to $62,610.

TRANSPORT COMMISSION
ECONOMIC PLANNING AND RESEARCH
STATEMENT OF RECEIPTS AND PAYMENTS
FOR THE YEAR ENDED 30 JUNE 1990

1988/89 $		$	1989/90 $	
	Receipts			
6,063 Cr	Balance from Last Account		7,930	Cr
344,065	Amount Recovered from Treasury for the Year Ended 30 June		340,000	
350,128	Total Receipts		347,930	
	Payments			
224,853	Salaries (NET)	250,496		
36,645	Administration Costs - General	76,921		
24,325	Library	-		
52,005	Special Projects	27,395		
4,370	Other Costs	1,900		
342,198	Total Payments		356,712	
7,930 Cr	Balance to Next Account		$8,782	Dr

TRANSPORT COMMISSION
CAB AND HIRE CAR TRUST FUND
STATEMENT OF RECEIPTS AND PAYMENTS
FOR THE YEAR ENDED 30 JUNE 1990

1988/89 $			1989/90 $
	Receipts		
315,437	Balance from Last Account		421,075
2,090	Annual Levies	2,080	
107,100	Transfer Fees	78,000	
43,553	Interest	55,398	
347,245	Matured Investments	1,664,219	1,799,697
815,425	Total Receipts		2,220,772
	Payments		
44,571	Interest on Loan	53,331	
2,534	Bank and Other Fees	286	
423,170	New Investments, incl. roll-overs	1,777,041	
470,275	Total Payments		1,830,658
345,150			390,114
75,925	Increase in Investments		130,830
421,075	Balance to Next Account		$520,944
	Balance was Invested as Under:		
51,905	Cash at Bank		20,944
369,170	Deposit at Commonwealth Bank		-
-	Deposit at Tascorp		500,000
421,075	Total Investment		$520,944

TRANSPORT COMMISSION
M.A.I.B. STATEMENT
FOR THE YEAR ENDED 30 JUNE 1990

1988/89 $			1989/90 $
	Receipts		
43,373,678	M.A.I.B. Collections (1)	43,941,189	
518,060	Deduct Refunds	536,554	
42,855,618	Total Receipts		43,404,635
	Payments		
42,086,968	M.A.I.B.	42,630,432	
768,650	Commission	774,278	
42,855,618	Total Payments		43,404,710
-	Balance toNext Account		$75 Dr

(1) Excludes Stamp Duty which is incorporated in the Stamp Duty Statement.

TRANSPORT COMMISSION
BICENTENNIAL REGISTRATION PLATES
STATEMENT OF RECEIPTS AND PAYMENTS
FOR THE YEAR ENDED 30 JUNE 1990

1988/89 $		1989/90	
	Receipts		
29,188 CR	Balance from Last Account	34,909 Cr	
11,575	Plate Purchases	1,490	
40,763	Total Receipts		36,399
	Payments		
5,721	Cost of Plates	17,266	
133	Other Costs	-	
5,854			17,266
34,909 CR			19,133 CR

(ii) TT LINE

TT-LINE
FINANCIAL STATEMENTS
STATEMENT OF TRADING ACCOUNT
AS AT 30 JUNE, 1990

1988/89 $		NOTE	1989/90 $
44,142,248	REVENUE	17	47,222,030
	EXPENDITURE		
2,330,177	1 ADMINISTRATION	18	2,436,751
4,211,766	2 TERMINAL OPERATIONS - FREIGHT	19	4,082,123
4,604,474	3 TERMINAL OPERATIONS - PASSENGER/VEHICLES	20	5,278,138
1,777,940	4 MARKETING	21	1,883,044
	5 ABEL TASMAN OPERATING COSTS		
19,859,906	a) OPERATING COSTS	22	22,102,436
2,281,517	b) CATERING AND PASSENGER SERVICES - ON BOARD COSTS	23	2,633,868
1,276,639	6 COMMISSION ON RESERVATIONS		1,276,582
36,342,419	TOTAL EXPENDITURE		39,692,942
7,799,829	BALANCE CARRIED TO PROFIT AND LOSS ACCOUNT	3	7,529,088

TT-LINE
FINANCIAL STATEMENTS
STATEMENT OF PROFIT AND LOSS ACCOUNT
AS AT 30 JUNE, 1990

1988/89		NOTE	1989/90
$			$
7,799,829	Balance from Trading Account		7,529,088
(1,347,691)	Interest on Loans and Advance		(1,350,619)
1,896,189	Interest Income		3,763,154
8,348,327			9,941,623
(4,766,408)	Depreciation (including Amortisation)	1.4.3	(4,867,222)
3,250,000	Deferred Income - Commonwealth Grant	1.4.4	3,250,000
	Abnormal Item		
(348,047)	Long Service Liability (Crew)	1.4.5	-
-	Leave Provision (Staff)	1.4.5	(48,150)
6,483,872	Operating Profit		8,276,251
2,740,259	Retained Profits at the Beginning of Financial Year		9,224,131
9,224,131	Retained Profits at end of the Financial Year		17,500,382

TT-LINE
FINANCIAL STATEMENTS
BALANCE SHEET AS AT 30 JUNE, 1990
TRANSPORT ACT 1981 SECTION 18

1988/89 $		NOTE	1989/90 $
	CURRENT ASSETS		
1,670,209	Receivables	4	1,823,908
377,390	Prepayments		669,458
447,506	Inventories on Hand	5	482,984
16,750,000	Investments	6	27,508,717
44,200	Cash Floats		48,100
19,289,305	Total Current Assets		30,533,167
	NON-CURRENT ASSETS		
27,157,046	Property, Plant and Equipment	7	23,644,226
1,041,428	Prepaid Operating Lease	10.2	67,857
28,198,474	Total Non-Current Assets		24,512,083
47,487,779	TOTAL ASSETS		55,045,250
	CURRENT LIABILITIES		
393,260	Cash at Bank/Advances		329,995
3,786,709	Creditors		4,441,746
2,437,192	Provisions	1.4.5, 9	2,653,270
2,027,650	Reservations Received in Advance	1.4.6	3,751,020
8,644,811	Total Current Liabilities		11,176,031
	NON-CURRENT LIABILITIES		
10,118,837	State Loan - Capital Items	8	10,118,837
18,763,648	TOTAL LIABILITIES		21,294,868
28,724,131	NET ASSETS		33,750,382
	THESE NET ASSETS ARE REPRESENTED BY:		
	CAPITAL AND RESERVES		
9,224,131	Retained Profits		17,500,382
	GRANT		
19,500,000	Commonwealth - Interest Free Grant	1.4.4	16,250,000
28,724,131	TOTAL CAPITAL AND GRANTS		33,750,382

The Balance Sheet and accompanying Statement of Profit and Loss are drawn up so as to give to the best of our knowledge and belief a true and fair view of the operations for the financial year ended 30 June, 1990.

K W Drew
Secretary
Department of Roads & Transport

D T Yaxley
Director of Finance
Department of Roads & Transport

TT-LINE
FINANCIAL STATEMENTS
STATEMENT OF SOURCES AND APPLICATIONS OF FUNDS
YEAR ENDED 30 JUNE, 1990

1988/89 $			1989/90 $
	SOURCES OF FUNDS		
	Funds from Operations		
	Inflow of funds from operations		
46,024,407	Operating Revenue		50,975,434
39,717	Proceeds from sale of non-current assets		24,968
46,064,124			51,000,402
36,481,729	Outflow of funds from operations		39,655,935
9,582,395	Funds From Operations	(Refer note 16)	11,344,467
	Increase in Current Liabilities		
825,496	- Creditors and Accruals		655,037
106,011	- Reservations Paid in Advance		1,723,370
28,916	- Bank Overdraft		
960,423			2,378,407
	Decrease in Non Current Assets		
	- Prepaid Operating Lease		173,571
10,542,818	Total Sources of Funds		13,896,445
	APPLICATION OF FUNDS		
	Increase in Current Assets		
477,075	- Debtors		129,648
29,849	- Prepayments		292,068
108,860	- Inventories		35,478
-	- Cash Float		3,900
8,550,000	- Investments		10,758,717
9,165,784			11,219,811
	Increase in Non-Current Assets		
36,994	- Computer Equipment		134,234
190,261	-General Assets		367,426
1,041,428	- Prepaid Operating Lease		-
-	- Melbourne Terminal - Refurbishing		104,593
	- Abel Tasman - Refurbishing		763,367
1,268,683			1,369,620
	Decrease in Current Liabilities		
-	- Bank Overdraft		63,265
	Payments from Provisions		
33,248	- Doubtful Debts		84,051
1,495	- Dry Docking		1,047,529
68,481	- Leave		102,842
5,127	- Superannuation		9,327
108,351			1,243,749
10,542,818	Total Application of Funds		13,896,445

NOTES TO THE FINANCIAL STATEMENTS, AT 30th JUNE 1990

These notes form part of and should be read in conjunction with the Financial Statements of the Transport Commission, Bass Strait Ferry Service.

1. STATEMENT OF ACCOUNTING POLICIES

The following significant accounting policies have been adopted in the preparation of the financial statements for the year ended 30th June, 1990. Unless otherwise stated, such accounting policies were also adopted in the preceding years.

1.1Statutory Requirements

The Statements have been prepared in accordance with Section 19A of the Transport Act, 1981, which makes special provision for the Commission to prepare separate accounts for a 'Prescribed Branch'. The Treasurer has determined that the Bass Strait Ferry Service "TT-Line" is a Prescribed Branch.

1.2General

The accounting policies generally applied and underlying the Financial Statements encompass the accrual basis and going concern basis of accounting. The year end accruals have taken into account the wages and salaries due to be paid to the 30th June, 1990. The accounts have been prepared under the historical cost convention and do not reflect changes in the purchasing power of money.

1.3Accounting Standards/Regulations
The accompanying Financial Statements have been prepared in accordance with theAccounting Standards issued by the Aus tralian Accounting bodies and the International Accounting Standards Committee.

1.4Accounting Policies
1.4.1 Stores and Provisions
Stores consisting of bunkering fuel, lubricants, marine stores, food and beverages andsouvenirs are valued at the lower of cost and net realisable value. Costs are assigned using the average cost method.

1.4.2 Fixed Assets
Fixed assets are stated at cost and disclosed in the Financial Statements at the cost of acquisition less accumulated depreciation.

1.4.3 Depreciation/Amortisation
Depreciation is being provided as from 1987/88 at an accelerated rate over the remaining life of the depreciable assets. The financial effect of this is disclosed in the Profit and Loss Statement (page 2)

1.4.4 Commonwealth Government Grant
The Commonwealth Government Grant received by the State to assist the Bass Strait Ferry Service operation for the ten year period ended 30th June, 1995, has been recognised as income in the Financial Statements in accordance with International Accounting Standard 20. The financial effect is disclosed in the Profit and Loss Statement (Page 2).

1.4.5 Provisions
(1) Employee Benefits
Annual Leave (Staff). Annual Leave represents the accrued entitlement of each employee at the balance date, based on the current wage or salary rates. An amendment to the provision to include finance staff totalling $54,437 has been made 30/6/90. An amount of $16,395, being the liability as at 30/6/89 has been shown as an abnormal item for 89/90 in the Profit and Loss Account.

- Long Service Leave (Staff). Long service represents the accrued entitlement of each employee at the balance date, based on the current wage or salary rate. An amendment to the provision to include finance staff totalling $36,885 has been made 30/6/90. An amount of $31,755, being the liability as at 30/6/89 has been carried to the Profit and Loss Account and shown as an abnormal item.

- Crew Leave. Crew Leave represents the accrued entitlement of each employee at the balance date, based on the current wage or salary rate.

- Superannuation and Retirement Benefits. An amount of $277,489 has been charged to Trading Account for the year relating to employer contributions to future retirement liabilities and employer 3% superannuation accumulation.
The basis of the retirement contribution, based on actuarial advice, is -
The contributions are 2.6 times the employee's contributions. Interest is credited based on the average of the opening balance, plus the provision this year, less payments, plus employees contribution, multiplied by 12%. The financial effect of this provision is shown in Note 9.
- Long Service Leave Ratings (crew). The ratings Long Service Leave liability agreement with Australian Maritime Industry provides industry funding and portability of Long Service Leave for ratings on register "A". TT-Line's share of the liability is $676,565. The financial effect of this provision shown in Note 9.

(2) Other
Vessel - Dry Docking. An annual provision has been made for the dry docking of the "Abel Tasman", which occurs each two (2) years. The next dry dock is to occur August 1990.Refer note 9 for financial effect of this provision. An emergency docking was required July 1990 in relation to rudder problems, the total cost to be expensed during 90/91.

1.4.6 Revenue Recognition
Revenue is recognised at the time of departure of the vessel. Passenger sales received in advance are transferred to revenue when the tickets are utilised. Dry Docking in July 1989 resulted in a loss of 12 sailings. Seven Day Sailings was introduced 28 April 1990 resulting in 10 additional sailings to 30 June 1990. The above resulted in a total of 308 sailings for 1989/90 compared to 311 the previous financial year.

1.4.7 Port of Devonport Authority Rebate
Revenue for 1988/89 includes a rebate from Port of Devonport Authority of $500,000. No rebate was received in respect of the 1989/90 financial year.The financial effect of this is shown in note 17.

2. EVENTS OCCURING AFTER BALANCE DATE

(a) Emergency docking ,refer note 1.4.5
(b) Oil subsidy rebate. In August 1990 an amount of $ 1,124,523 was received from the Australian Customs Service representing a rebate on fuel consumed per man day for domestic purposes for the period 11 August 1986 to 30 March 1990. This rebate will be accounted for in 1990/91.

3. COMMUNITY SERVICE OBLIGATIONS (SUBSIDIES)

The following current requirements or constraints from Government which, although satisfied in the most efficient way, results in a financial loss to the Line:

	1988 $	1989 $	1990 $
Pensioners	1,420,477	1,465,983	1,510,993
Tasmanian Residents Rebate scheme	122,993	78,901	67,659

These factors have been noted in order that a clear understanding of the distinction between our commercial and non commercial business segments and their impact on TT-Line's financial result may be recognised.

4. RECEIVABLES

	1988 $	1989 $	1990 $
Trade Debtors	1,071,431	1,228,239	1,659,675
Less provision for doubtful debts	56,755	83,507	59,456
	1,014,676	1,144,732	1,600,219
Other Debtors	205,210	525,477	223,689
	1,219,886	1,670,209	1,823,908

Movements in the Provision for Doubtful Debts were:

	$	$	$
Amounts set aside to provision	30,000	60,000	60,000
Bad Debts written off against Provision	6,898	33,248	84,051

Bad debts written off during 1989/90 included an amount of $69,363 for one Company.

5. INVENTORIES

	1988 $	1989 $	1990 $
Tickets	-	-	32,545
Bunker Fuel	107,554	163,957	157,335
Lubricant	14,482	11,344	14,528
Souvenir Shop	39,295	49,886	57,371
Food and Beverages	114,899	125,889	155,949
Marine Stores	56,415	90,419	56,639
Stationery	6,001	6,011	8,617
	338,646	447,506	482,984

The ships deck and engine spares are costed as they are purchased. Spares purchased with the ship are included in the value of "Abel Tasman".

6. INVESTMENTS

	1988 $	1989 $	1990 $
Invested with the Tasmanian Public Finance Corporation	8,200,000	16,750,000	27,508,717

7. NON-CURRENT ASSETS

	1988 $	1989 $	1990 $
M.V. Abel Tasman :			
At Cost	19,150,566	19,150,566	19,150,566
Provision for Depreciation	2,076,849	4,153,699	6,230,549
	17,073,717	14,996,867	12,920,017
Conversion and Modifications :			
At Cost	10,781,922	10,781,922	11,545,289
Provision for Depreciation	1,169,283	2,338,566	3,564,799
	9,612,639	8,443,356	7,980,490
Positioning and Preliminary Costs :			
At Cost	5,541,105	5,541,105	5,541,105
Provision for Amortisation	2,181,024	3,282,424	4,383,854
	3,360,081	2,258,681	1,157,251

Life Jackets, Life Rafts :			
At Cost	276,157	276,157	276,157
Provision for Depreciation	29,948	59,896	89,844
	246,209	216,261	186,313
Melbourne Terminal Refurbishment :			
At Cost	96,833	96,833	201,426
Provision for Depreciation	12,064	24,168	39,487
	84,769	72,665	161,939
Computer Equipment :			
At Cost	788,228	825,223	959,456
Provision for Depreciation	152,434	313,119	483,771
	635,794	512,104	475,685
Cargo Handling Equipment :			
At Cost	452,478	452,478	452,478
Provision for Depreciation	150,811	301,622	452,478
	301,667	150,856	-
General Assets :			
At Cost	458,947	617,388	963,008
Provision for Depreciation	51,938	111,132	200,477
	407,009	506,256	762,531
Total Written Down Value	**31,721,885**	**27,157,046**	**23,644,226**

8. Loans

Loans outstanding comprise :	1988	1989	1990
	$	$	$
Euro Australia Loan	10,118,837	10,118,837	10,118,837

Private borrowings are guaranteed by the State Government under Section 12 of the Transport Act 1981.
All working capital is funded from private borrowings.

9. Provisions

	1988	1989	1990
	$	$	$
Annual Leave	105,376	129,040	209,946
Long Service Leave (Staff)	34,624	34,681	67,684
Long Service Leave (Ratings)	-	571,302	676,565
Crew Leave	310,000	334,501	404,224
Survey Dockings	392,474	990,979	650,000
Superannuation	173,393	359,458	574,121
3% Accumulation Fund	____	17,231	70,730
	1,015,867	2,437,192	2,653,270

Refer Note 4 for details of Provisions for Doubtful Debts.

10. Lease Commitments

Contractual Liabilities in regard to Lease/Rental Agreements are included in determining the operating result for the year, and total for 1989/90 $ 893,421.

10.1 Operating Leases :

From

	90/91	91/92	92/95	1/7/95
Premises - Wharf Rental (1) :-				
- Devonport (note 10.2)	-	-	-	-
- Melbourne	398,027	454,945	1,494,949	-
Station Pier :-				
- Works Agreement	311,248	311,248	933,744	-
- Passenger Terminal	38,000	38,000	114,000	-
Premises - Hobart	7,500	-	-	-
	754,775	804,193	2,542,693	-

(1) Lease commitment includes estimated C.P.I. adjustments.

10.2 Prepayments
The operating Lease for wharf rental at Devonport was paid in full to 30/6/95 in July, 1988. The effect of this in the financial statements is as follows:-
(A) Prepayments include the $1,215,000 payment to Port of Devonport Authority.This amount is being amortised over the remaining seven years.
(B) The Trading Account includes an amount of $173,571, being the 1989/90 share of the amortisation.

11. RENUMERATION OF AUDITORS

Amounts paid to Auditors for :
Auditing the financial statements - Internal Audit : $ 39,625
- External Audit : $ 17,860
Other services - $ 11,810

12. CONSULTANTS FEES

Fees paid in 1989/90 amount to $ 64,800

13. MARKETING /ADVERTISING COSTS

Advertising fees paid in 1989/90 amounted to $ 747,858

14. INSURANCE

The following insurance cover is maintained :
- Computer reservations and stock control system.
- General average/salvage insurance on accompanied vehicles and passenger's luggage.
- Protection and indemnity (excluding crew liabilities).
- Public Liability.
- Hull and machinery.
- Disbursements (including provisions and freight).
- Malicious damage.
- Property cover -
  (a) Station Pier
  (b) Devonport Terminal.
- Motor vehicle cover.
- Miscellaneous cover - includes loss of money in transit.
- Fidelity guarantee and contents cover.

15. AGREEMENTS

1. Port of Devonport Authority
This Agreement sets out the terms of rental for the authority providing passenger and cargo wharf facilities.

2. Port of Melbourne Authority
This Agreement sets out the terms of rental for providing passenger and cargo berth facilities at Station Pier.

3. Australian National Line
The Manning Agreement has been enhanced and now requires A.N.L. to provide -
- suitably qualified Masters and Officers to TT-Line, in order that it may operate a ferry service between Tasmania and Victoria, and
- at the owner's cost and under instruction from the owner arrange provision of
- bunkers,
- lubricating oils and greases,
- machinery, spare parts and mechanical equipment,
- deck and engine consumable stores,
- insurance - hull and machinery and protection and indemnity,
- any other service as may be agreed from time to time.

In consideration of these services the Owner (TT-Line), in addition to reimbursing all purchases at cost, pays a fixed feetogether with a supplementary fee. The Fixed fee for the first twelve (12) months, commencing 21st December, 1987 was $212,500. The supplementary fee is based on 25% of saving achieved up to $200,000 and 50% on savings above this level. Both the fixed and supplementary fee are subject to CPI review.

4. Department of Tourism
The Heads of Agreement between the Transport Commission and the Department of Tourism requires Tourism to provide the following services in accordance with TT-Line pricing, reservation policies and procedures -

- Retail distribution.
- Wholesale distribution.
- Marketing assistance.

16. FUNDS FROM OPERATIONS - RECONCILIATION WITH OPERATING PROFIT

1988/89 $		1989/90 $
9,582,395	Funds from Operations	11,344,467
14,030	Plus Profit on Sale of Non-Current Assets	9,750
(39,717)	Less Proceeds from Sale of Non-Current Assets	(24,968)
9,556,708		11,329,249
	LESS : Non-Fund Items	
	Amount Charged to Provisions:	
60,000	Doubtful Debts	60,000
600,000	Dry Docking	706,550
571,302	Long Service Leave (Ratings)	105,263
116,703	Leave	286,474
208,423	Superannuation	277,489
1,101,400	Preliminary Cost Amortisation	1,101,429
(3,250,000)	Commonwealth Grant Income	(3,250,000)
3,665,008	Depreciation	3,765,793
3,072,836		3,052,998
6,483,872	Operating Profit	8,276,251

The statement of Source and Application of Funds is to be read in conjunction with the notes on the Financial Statements.

17. REVENUE

1988/89 $		1989/90 $
18,621,997	Passengers	21,019,701
7,590,853	Passengers/Vehicles	7,908,609
3,942,111	On-Board Spending	4,451,611
12,668,968	Freight	12,907,505
195,161	Workers Compensation	206,918
500,000	Port of Devonport Authority Rebate	-
623,158	Miscellaneous	727,686
44,142,248	Total Revenue	47,222,030

18. ADMINISTRATION

1988/89 $		1989/90 $
	GENERAL ADMINISTRATION	
185,503	Salaries (On Costs)	355,430
35,390	Hospitality/Conferences	43,484
77,471	Travelling Expenses	153,554
7,128	Motor Vehicle Costs	12,050
21,727	General Office Costs	28,572
75,106	Fees	45,929
60,000	Bad Debts Provision	60,000
92,202	Leave Provision (Staff)	178,893
168,302	Superannuation Provision	229,540
78,901	Tas. Resident Rebate	67,659
12,020	Staff Training	-
209,253	Research	94,557
85,914	Tickets	27,243
172,561	Other Costs	40,980
1,281,478		1,337,891
	CATERING & PASSENGERS ADMIN.	
92,475	Salaries (On Costs)	113,819
9,327	Stock Control System	9,105
379	Travelling Expenses	441
102,181		123,365
	HEAD OFFICE ACCOUNTS	
305,103	Salaries (On Costs)	360,194
53,080	Audit Fees	60,852

60,000	Computer Usage	75,000
102,633	General Office Costs	85,513
520,816		581,559
	PASSENGER RES. SYSTEM	
149,811	Salaries (On Costs)	166,647
125,653	Maintenance & Management Fees	107,081
70,813	Software Charges	32,805
24,328	General Office Costs	18,989
370,605		325,522
33,117	CORPORATE SUPPORT	36,298
21,980	ADVISORY BOARD FEES	32,116
946,518	TOTAL HEAD OFFICE COSTS	975,495
2,330,177	TOTAL ADMINISTRATION COSTS	2,436,751

19. FREIGHT

1988/89 $	EXPENDITURE (CONTROLLABLE)	1989/90 $
	DEVONPORT	
161,222	Salaries (On Costs)	132,091
3,496	Motor Vehicles	3,418
797,639	Stevedoring	761,256
3,110	General Office Costs	3,261
965,467		900,026
	MELBOURNE	
84,541	Salaries (On Costs)	109,580
739,260	Stevedoring	652,650
11,872	General Office Costs	26,707
835,673		788,937
1,801,140	TOTAL CONTROLLABLE COSTS	1,688,963
	EXPENDITURE (UNCONTROLLABLE)	
	DEVONPORT	
86,786	Rental Wharf (50%)	86,786
1,023,435	Wharfage	1,009,317
1,110,221		1,096,103
	MELBOURNE	
380,015	Rental Wharf (50%)	380,015
920,390	Wharfage	917,042
1,300,405		1,297,057
2,410,626	TOTAL UNCONTROLLABLE COSTS	2,393,160
2,075,688	TOTAL DEVONPORT	1,996,129
2,136,078	TOTAL MELBOURNE	2,085,994
4,211,766	TOTAL FREIGHT	4,082,123

20. PASSENGER & VEHICLES

1988/89 $	EXPENDITURE CONTROLLABLE	1989/90 $
	DEVONPORT	
301,991	Salaries (On Costs)	494,331
6,681	Motor Vehicles	3,518
256,387	Communications	521,526
797,639	Stevedoring	761,257
78,181	General Office Costs	134,848
1,440,879		1,915,480

	MELBOURNE	
268,565	Salaries (On Costs)	342,314
739,260	Stevedoring	652,649
62,683	Communications	89,961
2,432	Motor Vehicles	4,448
161,136	General Office Costs	210,991
1,234,076		1,300,363
2,674,955	TOTAL CONTROLLABLE EXPENDITURE	3,215,843
	EXPENDITURE UNCONTROLLABLE	
	DEVONPORT	
363,872	Passenger Tax	412,211
467,722	Vehicle Wharfage	499,126
86,786	Rental Wharf (50%)	86,785
918,380		998,122
	MELBOURNE	
631,124	Vehicle Wharfage	684,158
380,015	Rental Wharf (50%)	380,015
1,011,139		1,064,173
1,929,519	TOTAL UNCONTROLLABLE EXPENDITURE	2,062,295
2,359,259	DEVONPORT	2,913,602
2,245,215	MELBOURNE	2,364,536
4,604,474	TOTAL PASSENGERS & VEHICLES	5,278,138

21. MARKETING

1988/89 $		1989/90 $
242,007	Salaries (On Costs)	371,688
57,498	Travelling Expenses	103,676
25,500	Hospitality/Conferences	31,262
238,029	Literature	238,858
867,903	Advertising	747,858
64,125	Public Relations	53,891
7,945	Video/Films	25,399
163	Research	8
31	Package Tours	36
17,251	Motor Vehicles	20,926
22,518	General Office Costs	54,694
12,390	Fees	23,969
114,156	Promotion	55,861
5,719	New Zealand	1,603
1,500	Overseas	2,278
101,205	Other Costs	151,037
1,777,940	TOTAL MARKETING COSTS	1,883,044

22. ABEL TASMAN OPERATING COSTS

1988/89 $		1989/90 $
	EXPENDITURE (CONTROLLABLE)	
	Salaries (On Costs)	
9,172,244	- Crew	10,011,152
1,759,585	- Officers	1,775,341
439,433	ANL Service Fees	458,614
247,756	Leave Provision (Crew)	164,694
40,121	Superannuation Provision	47,949
218,170	Travelling Expenses	306,223

11,877,309		12,763,973
3,146,241	Fuel	3,661,073
	STORES	
130,295	Deck	181,205
126,661	Engine Room	144,935
455,966	Spares	568,063
712,922		894,203
	REPAIRS AND MAINTENANCE	
82,016	Deck/Hull	183,736
310,042	Engine Room/Aux.Machines	453,284
20,023	Electrical	25,280
43,267	Accommodation	56,533
-	Lifesaving	-
416,483	Painters & Dockers	436,206
114,950	Survey	138,930
600,000	Docking - Provision	706,550
1,586,781		2,000,519
5,085	Crew Betterments	6,755
984,733	Port Charges	961,680
617,037	Other Costs	824,606
664,000	Crew Victualling	720,000
19,594,108	TOTAL COSTS (CONTROLLABLE)	21,832,809
	EXPENDITURE (UNCONTROLLABLE)	
265,798	Insurance	269,627
19,859,906	TOTAL OPERATING COSTS	22,102,436

23. ON BOARD COSTS - CATERING & PASSENGER SERVICES

1988/89 $		1989/90 $
	EXPENDITURE (UNCONTROLLABLE)	
	PASSENGER SERVICES	
397,796	Laundry	441,020
1,939,368	Provedoring	2,053,975
2,337,164		2,494,995
	SERVICE CENTRES	
176,984	Souvenir Shop	206,254
-	Nursery	90
11,227	Freycinet	24,120
43,777	Marrawah	31,984
19,139	Devils Kitchen	15,774
5,668	Disco	1,904
12,200	Coffee Shop	25,243
25,167	Galley	27,256
20,421	Heemskirk	34,252
95,169	Cabin/Accommodation	227,413
6,591	Pool	4,919
416,343		599,209
	OTHER COSTS	
63,659	Cleaning Consumables	22,743
128,351	Miscellaneous	236,921
192,010		259,664
2,945,517		3,353,868
664,000	LESS: CREW MEALS	720,000
2,281,517	TOTAL ON-BOARD COSTS	2,633,868

(iii) METRO

METROPOLITAN TRANSPORT TRUST
CONSOLIDATED BALANCE SHEET AS AT 30 JUNE, 1990

1989 $			$	1990 $
	FUNDS EMPLOYED:			
	Treasury Loans Funds	(6)		
3,581,386	Capital Expenditure			3,539,641
112,880	Working Capital			112,880
3,694,266				3,652,521
	Commonwealth Contribution to National			
145,662	Debt Commission	(7)		156,006
11,846,268	Commonwealth Government Grants	(8)		11,846,268
3,331,955	Reserve for Capital Works	(9)		3,464,587
19,018,151				19,119,382
110,727	Accumulated Surplus	(10)		203,671
19,128,878				19,323,053
	THESE FUNDS ARE REPRESENTED BY:			
	Non-Current Assets			
40,372,607	Fixed Assets	(11)	39,931,282	
12,372,385	Less Depreciation		13,583,430	
28,000,222			26,347,852	
17,858,314	Superannuation Provision Investments	(12)	21,150,332	
150,000	Sinking Fund Commission Deposit	(13)	143,136	
46,008,536				47,641,320
	Current Assets			
775,578	Cash at Bank , on call and short term deposit		1,772,870	
681,129	Accounts Receivable & Prepayments	(14)	841,854	
910,502	Stores	(15)	772,082	
2,367,209				3,386,806
48,375,745	TOTAL ASSETS			51,028,126
	DEDUCT CURRENT LIABILITIES			
1,888,040	Accounts Payable and Accrued Charges		1,843,522	
1,787,498	Private Loans	(16)	700.000	
3,675,538				2,543,522
17,873,525	PROVISIONS	(18)		21,238,633
	NON-CURRENT LIABILITIES			
7,672,476	Private Loans	(16)	7,672,476	
25,328	Deferred Expenses	(17)	250,442	
7,672,476				7,922,918
19,128,878				19,323,053

This Balance Sheet and accompanying Income and Expenditure Accounts, Statementsof Source and Application of Funds and theNotes, numbered 1 to 20, to the Financial Statements give, to the best of our knowledge and belief , a true and fair view of the state of the Trust's affairs as at the 30th June, 1990, and the results of the Financial Operations in the year then ended.

P. H. Goddard B. Com. DEPUTY CHAIRMAN	K. W. Drew B. E. (Mech), B. Ec. CHAIRMAN	G. E. Keenlyside F. C. A. (England & Wales) SECRETARY/FINANCE MANAGER

INCOME AND EXPENDITURE ACCOUNTS FOR THE YEAR ENDED 30 JUNE, 1990

1989 $			1990 $	
	INCOME			
8,530,037	Fares	(2)	8,973,018	
493,249	Other Income	(2)	513,129	
9,023,286	Operating Income			9,486,147
	EXPENDITURE			
13,443,570	Traffic Operations		13,996,272	
5,420,297	Engineering & Maintenance Services	(3)	5,326,783	
1,746,314	Administraton & General		1,781,541	
2,021,087	Depreciation		2,124,010	
-	Lease Expenses		772,812	
1,943,385	Interest Expense	(4)	1,745,784	
24,574,653	OPERATING EXPENDITURE			25,747,202
15,551,367	OPERATING LOSS			16,261,055
	NON-OPERATING INCOME			
2,383,804	Interest on Superannuation & Depreciation Fund Investments	2,640,332		
69,972	Profit on Disposal of Fixed Assets		108,095	
15,514,000	Appropration from Consolidated Fund		16,354,000	
17,967,776	TOTAL NON-OPERATING INCOME			19,102,427
	Surplus /(Deficit) before transfers from			
2,416,407	Non-operating Income		2,841,372	
	Transfers from Non-operating Income:			
(205,676)	Reserve Capital Works	(9)	(132,632)	
(2,248,100)	Provision for Superannuation	(18)	(2,615,795)	
(37,369)	SURPLUS / (DEFICIT) FOR YEAR			92,945
148,096	Balance brought forward			110,726
110,727	Surplus/(Deficit) carried forward			203,671

STATEMENT OF SOURCE AND APPLICATION OF FUNDS
YEAR ENDED 30 JUNE, 1990

1989 $				1990 $
	SOURCE OF FUNDS			
9.023,286	Funds from Operations		9,486,147	
205,675	Increases in Reserve for Capital Works	(19)	132,632	
9,228,961				9,618,779
22,545,020	Less Funds used by operations	(19)	23,618,779	
(13,316,059)			(13,878,290)	
15,514,000	Appropriation from Consolidated Fund		16,354,000	
2,197,941				2,475,710
	Funds from Commonwealth Government:			
10,462	Contribution to National Debt. Commission			10,344
3,029,914	Withdrawal from sinking Fund Commission Deposit		2,155,411	
	Reduction in Assets			
62,287	Current -Stores		85,110	
126,281	Non-current-Disposal of Fixed Assets		159,462	
188,568				244,572
	Increase in Liabilities:			
660,948	Non-current - Private Loans		-	
25,328	- Deferred Expenses		225,114	
686,276			225,114	
6,113,161				5,111,151
	APPLICATION OF FUNDS			
	Increase in Assets:			
256,464	Current -Cash		997,292	
343,721	- Accounts Receivable		160,449	
2,156,790	Deposit to sinking Fund Commission Deposit		2,148,547	
3,664,351	Non-current - Purchase of Fixed Assets		631,102	
6,421,326				3,937,390
	Reduction inLiabilities			
(350,387)	Current Liabilities - Accounts Payable		44,518	
-	- Private loans		1,087,498	
42,222	Non-current Liabilities - Treasury Loans		41,745	
(308,165)				1,173,761
6,113,161				5,111,151

NOTES TO AND FORMING PART OF THE ACCOUNTS

1. STATEMENT OF ACCOUNTING POLICIES

The accounts have been prepared following the accounting standards issued jointly by the Australian Accounting bodies except as otherwise required under the Metropolitan Transport Act 1954 (refer Note 9). The accrual system of accounting has been used except that no provision has been made for Annual or Long Service Leave (refer d) below).

a) Historical Cost
With the exception of stores items which are valued at average cost the accounts have been prepared on the basis of historical cost.

b) Depreciation
Depreciation has been provided on fixed assets, excluding land, at a rate necessary to write off such assets of their estimated useful life by applying the straight line method.

c) Stores
Stores have been valued at the lower of average cost or net realisable value with the exception of reconditioned stock which is valued at the lower of historic cost or net realisable value (refer Note 15).

d) Long Service and Annual Leave Liability
No provision has been made in the accounts for accrued Long Service and Annual Leave Liability for these items is estimated at:

1989 $		1990 $
1,116,000	Long Service Leave	1,251,000
671,000	Annual Leave	714,000

In accordance with the State Employees' (Long Service Leave) Act 1950, the estimate of long service leave liability includes all employees with ten or more years of service.

2. INCOME

1989 $		1990 $
	Traffic Operations:	
7,273,396	Fares	7,570,136
347,424	Bus Charter	403,495
909,217	Other (a)	999,387
8,530,037		8,973,018
	Other Income:	
236,239	Advertising	267,784
166,756	Interest received	162,940
90,254	Miscellaneous	82,405
493,249		513,129
9,023,286		9,486,147

(a) Includes reimbursement of $971,650 (1989 - $904,779) from the Department of Education and the Arts for revenue foregone by allowing students who must transfer to a second bus to reach school to travel the second journey free.

3. ENGINEERING AND MAINTENANCE SERVICES

1989 $		1990 $
4,468,497	Vehicle maintenance	4,402,838
951,800	Maintenance of plant and property	923,945
5,420,297		5,326,783

4. INTEREST EXPENSES

1989 $		1990 $
434,034	Treasury Loan Funds	436,551
1,484,023	Other Loans	1,283,042
25,328	Deferred Interest (16)	26,191
1,943,385		1,745,784

5. OPERATING LOSS

It is Government policy to subsidise public transport and fares are not structured to recover all operating costs. The operating loss of $16.26m is a measure of this subsidy.

The effect of the fares policy is that full fare paying adults who made 35.5% of all trips receive a subsidy of $4.8m (based upon the difference between fares revenue which would have to be charged to recover full costs and actual fares revenue, and on the assumption all trips attract similar costs).

Child and adult concession trips represented 39.9% and 24.6% respectively of total passenger trips during the year. In addition to a subsidy of $8.7m the equivalent of the subsidy offered to full fare paying passengers, the cost of the concession travel policy in lost revenue is estimated at $2.8m. This estimate is based upon the cost differences between the average full adult fare and concession fares. It assumes concession traveller trips are on average the same length as full adult fare traveller trips and that there would be no change in frequency of travel if full fares were charged to concession travellers.

6. TREASURY LOAN FUND

1989 $			1990 $
3,736,488	Balance brought forward		3,694,266
	Less repayments:		
	Withdrawal from Sinking Fund Commission		
31,760	Deposit	(13)	31,401
	Commonwealth contributions to National Debt		
10,462	Commission	(7)	10,344
42,222	Total repayments		41,745
3,694,266	Balance carried forward		3,652,521

7. COMMONWEALTH CONTRIBUTION TO NATIONAL DEBT COMMISSION

1989 $			1990 $
135,200	Balance brought forward		145,662
	Add Commonwealth contributions to National		
10,462	Debt Commission	(6)	10,344
145,662	Balance carried forward		156,006

8. COMMONWEALTH GOVERNMENT GRANTS

1989 $		1990 $
11,846,268	Balance brought forward	11,846,268

Under the Urban Public Transport Agreement Act 1974, the States Grants (Urban Public Transport) Act 1978 and the Australian Bicentennial Road Development Trust Act 1982, the Trust has received capital grants from the Commonwealth Government for expenditure on approved projects.

9. RESERVE FOR CAPITAL WORKS

1989 $			1990 $
3,126,279	Balance brought forward		3,331,955
	Add:		
135,704	Interest on State Sinking Fund Deposit	(13)	24,537
69,972	Profit on disposal of fixed assets		108,095
205,676	Total funds provided for year		132,632
3,331,955	Balance brought forward		3,464,587

In accordance with Section 38 (3) of the Metropolitan Transport Act 1954, an amount representing interest earned on depreciation funds was credited to the Reserve for Capital Works.

10. ACCUMULATED SURPLUS

In accordance with Section 36 of the Metropolitan Transport Act 1954, the Trust's operating loss of $16,261,055 was financed by an appropriation from Consolidated Revenue of $16,354,000 consisting of an initial appropriation of $16,099,000 and an authorised excess of $255,000. After adding the surplus of $110,726 brought forward from last year, there remained a surplus of $203,.671 to be carried forward at 30 June 1990.

11. FIXED ASSETS - CONSOLIDATED

	30.6.89	Transfers/ Additions	Transfers Disposals	30.6.89
	4	4	4	4
Land	599,673	67,800	514	666,959
Amortisation (a)	235,585	-	360	235,225
	364,088			431,734
Buildings	13,803,868	76,188	-	13,880,056
Depreciation	2,214,151	348,740	-	2,562,891
	11,589,717			11,317,165
Bus Shelters/Conveniences	203,455	27,651	-	231,106

Depreciation	155,803	6,794	-	162,597
	47,652			68,509
Furniture/Fittings & Office Machines	560,251	38,661	2,288	596,624
Depreciation	272,067	51,338	1,795	321,610
	288,184			275,014
Electronic Equipment	117,813	4,413	-	122,226
Depreciation	88,597	8,518	-	97,115
	29,216			25,111
Electronic Ticketing System	2,400,710	18,553	-	2,419,263
Depreciation	312,687	240,070	-	552,757
	2,088,023			1,866,506
Communications Equipment	488,169	46,891	-	535,060
Depreciation	172,315	46,695	-	219,010
	315,854			316,050
Plant General	1,321,538	67,956	4,139	1,385,355
Depreciation	651,404	114,087	4,139	761,352
	670,134			620,435
Auxiliary Vehicles	328,844	99,529	69,601	358,772
Depreciation	93,099	31,990	36,096	88,993
	235,745			269,779
Diesel Buses (b)	20,484,642	183,460	932,241	19,735,861
Depreciation	8,176,677	1,275,778	870,575	8,581,880
	12,307,965			11,153,981
Diesel Buses W.I.P.	63,644	-	63,644	-
Total Fixed Assets	40,372,607	631,102	1,072,427	39,931,282
Depreciation	12,372,385	2,124,010	912,965	13,583,430
	28,000,222			26,347,852

(a) **Amortisation of Land**

The policy of amortising land ceased in 1985.

(b) **Diesel Buses**

(i) **Additions**

One prototype midi-bus, financed by depreciation funds was commissioned during 1989/90.

(ii) **Disposals**

Thirty eight buses were disposed of during the year at a profit of $55,400.

12. SUPERANNUATION PROVISION INVESTMENT

a) Funds Held

1989 $			1990 $
	Investment at Cost:		
17,671,092	Retirement Benefits Fund	(18)	20,501,753
187,222	Superannuation Accumulation Fund	(18)	648,579
17,858,314			21,150,332

The Trust's liability at 30 June 1990 for superannuation benefits is provided for by investment funds of $21,150,332 administered by the Trust. Funds are invested as authorised by the Trustees Act 1898 and valued at cost.

b) Investments purchased at a discount

Among investments held are investments bought at a discount which are valued at consideration value. The discount is brought to account over each investments remaining life using the yield method, and is included in interest income.

1989 $		1990 $
3,116,979	Investments at Consideration Value	6,345,444
	Discount taken up as earned interest:-	
-	Previous year	48,824
48,284	Current year	29,732
48,824		78,556
96,797	Discount not yet taken up as earned interest	345,300
145,621		423,856
3,262,600	Investments at Fare Value	6,769,300

13. DEPOSIT WITH STATE SINKING FUND COMMISSIONERS

1989 $			1990 $
1,023,124	Balance brought forward		150,000
	Add:		
2,021,087	Provision for Depreciation		2,124,010
135,703	Interest earned on Sinking Fund Deposit	(9)	24,537
2,156,790	Total Deposits		2,148,547
	Less:		
31,760	Loan repayments to National Debt Commission	(6)	31,401
2,998,154	Withdrawal to finance Capital Works		2,124,010
3,029,914	Total Withdrawals		2,155,411
150,000	Balance carried forward		143,136

Depreciation funds invested with the State Sinking Fund Commissioners are funds provided for future capital works, replacement of buses and other assets and redemption of loans raised by the Trust.

In accordance with Section 38 (2) of the Metropolitan Transport Act of 1954, a sum equal to the annual depreciation provision was paid to the State Sinking Fund Commissioners.

Funds were withdrawn from the State Sinking Fund for capital expenditure and reimbursement to the Treasurer for payments on behalf of the Trust to the National Debt Commission.

14. ACCOUNTS RECEIVABLE

1989 $		1990 $
681,478	Accouonts receivable	841,926
349	Less provision for doubtful debts	72
681m129		841,854

Included in Accounts Receivable is a sum of $350,002 for transfer pass reimbursements payable by the Education Department (Note 2 (a)).

All accounts have been reviewed and it is considered the provision of $72 (1989 - $349) is adequate. During 1989/90, $80 (1988/89 - nil) was written-off as irrecoverable.

15. STORES

The valuation policy adopted in respect of stores is set out in Note 1 (c).
Provision of $203,610 (1989 - $150,000) has been made for obsolete and damaged stock and to reduce the value of stock to the lower of average cost (for reconditioned stock - historical cost) or net realisable value.

1989 $		1990 $
133,428	Balance brought forward	150,300
37,219	Add amounts provided	57,212
170,647		207,512
20,347	Less amounts written off	3,902
150,300		203,610

Summary of stock by category:

640,629	Bus Spares	593,091
67,000	Reconditioned bus spares	88,795
117,643	Fuel and lubricants	130,749
235,530	Uniforms and general stores	163,057
1,060,802		975,692
150,300	Less provision for obsolescence	203,610
910,502		772,082

16. PRIVATE LOANS

a) Loans at Consideration Value

1989 $		1990 $
	Payable	
1,787,498	Not later than 1 year	700,000
498,745	Later than 1 year and not later than 2 years	1,300,000
3,132,196	Later than 2 years and not later than 5 years	3,499,026
4,041,535	Later than 5 years	2,873,450
9,459,974		8,372,476

During the year loans of $1,087,498 (1988/89 - nil) were repaid.

b) Interest Expenses

Certain private loans have been obtained at a discount, these have been included in private loans at consideration value. The difference between consideration and face value is deferred interest and is brought to account equally over the life of each loan obtained at a discount.

1989 $			1990 $
7,370,491	Loans at Consideration Value		6,871,221
	Discount charged as interest:		
-	previous years		24,698
25,328	current year	(4)	26,821
25,328	Accumulated discount charged as interest	(17)	51,519
182,181	Discount not yet charged as interest		155,260
207,509			206,779
7,578,000	Loans at Face Value		7,078,000

17. DEFERRED EXPENSES

1989 $			1990 $
25,328	Accumulated discount charged as interest	(16)	51,519
-	Lease charges		198,923
25,328			250,442

Lease Expenses

Buses have been acquired under an operating lease agreement for a period of five years. For the purpose of spreading costs during the period over which benefits accrue, hire charges are charged over the period each bus is operated by the Trust, being the five year lease period, and the period immediately after commissioning each bus and prior to commencement of leasing arrangements.

Hire charges for 1989/90 include a charge of $198,923 to recognise costs for the period of use prior to cmmencement of lease arrangement. This sum will be amortised over the remaining periods which the buses are to be leased.

18. PROVISIONS

	Balance 1.7.89 $	Employer Contribution 1989/90 $	Interest Earned 1989/90 $	Payments 1989/90 $	Balance 30.6.89 $
Retirement Benefits Fund	17,671,092	579,780	2,551,906	301,025	20,501,753
Superannuation Accumulation Fund	187,222	409,213	63,889	11,745	648,579
Retirement and Death Allowances	-	73,090	-	-	73,090
Long Service Allowances	15,211	1,062,083	2,615,795	312,770	21,238,633
	17,873,525	1,062,083	2,615,795	312,770	21,238,633

a) Retirement Benefits Fund

In accordance with recommendations of the Australian Government Actuary, provision is made and funds invested to cover the Trust's liability for superannuation benefits in respect of employees who are contributors to the Retirement Benefits Fund and former employees who are in recept of pensions (Note 12).

b) Superannuation Accumulation Fund

Provision has been made and funds invested to cover the Trust's liability for employee entitlements under the State Government Superannuation Accumulation Fund (Note 12). The scheme came into existence as the result of the 1987 National Wage Decision and employee entitlements commenced to accrue from 1 January 1989.

c) Retiring and Death Allowances

Certain employees became eligible to entitlements under the Public Servants' Retiring and Death Allowances Act 1925 from December 1989. A provision of $73,090 (1989 - nil) has been made for this liability.

d) Long Service Allowances

The provision is for retirement benefits for Launceston employees not covered by a superannuation scheme. The fund, established by the Launceston City Council, was taken over by the Trust with respect to employees who transferred to the Trust at the time of transfer to Launceston operations.

19. NOTES TO STATEMENT OF SOURCE AND APPLICATION OF FUNDS

a) Increase in Reserve for Capital Works

1989		1990
$		$
69,972	Profit on disposal of fixed assets	108,095
135,703	Interest on State Sinking Fund Deposit	24,537
205,675		132,632

b) Outflow of Funds from Operations

2,021,087	Depreciation of fixed assets	2,124,010
16,872	Increase in Stock Obsolescence Provision	53,310
(3,423)	Increase in Provisions	73,090
(4,903)	Decrease in Bad Debts Provision	(277)
2,029,633		2,250,133
22,545,020		23,497,069

20. COMMITMENTS

a) Operating Lease Commitments

In 1989/90 the Trust leased 30 buses under an operating lease arrangement. Lease charges are payable as follows:-

Payable:	
Not later than 1 year	1,280,000
Later than 1 year and not later than 2 years	1,280,000
Later than 2 years and not later than 5 years	3,385,000
	5,945,000

b) Capital Commitments

As at 30 June 1990, the Trust has entered into a contract to purchase 49 buses of capital value $10.3m to be delivered over the two year period 1990/91 to 1991/92. However, an agreement has been entered into whereby these buses are to be purchased by a lessor and leased to the Trust under an operating lease arrangement.

(iv) ROADS DIVISION

DEPARTMENT OF ROADS AND TRANSPORT
ROADS DIVISION
CONSOLIDATED FUND EXPENDITURE
YEAR ENDED 30 JUNE 1990

1988-89 ACTUAL $'000			ESTIMATE $'000	ACTUAL $'000	VARIATION $'000
		PROGRAM 1: MAIN ROADS RECURRENT SERVICES			
7,526	A100	OPERATING EXPENSES	7,780	8,406	626+
	C544	STATE OFFICES CANTEEN:			
20		CONTRIBUTION	10	10	-
	C751	SALE AND RENTAL OF CROWN LANDS: TRANSFER TO STATE			
432		HIGHWAYS TRUST FUND	200	260	60+
485		CLAIMS AND COSTS	—		
8,463			7,990	8,676	686+
		RESERVED BY LAW ITEM			
	R053	CONTRIBUTIONTOWARDS CONSTRUCTION IN TOWNS BY MUNICIPAL COUNCILS			
34		(LOCAL GOVERNMENT ACT 1962)	45	28	17-
8,497		TOTAL RECURRENT SERVICES	8,035	8,704	669+
		WORKS AND SERVICES			
23,320	H100:	OTHER WORKS AND	110,200	114,700	4,500+
23,320		TOTAL WORKS AND SERVICES	110,200	114,700	
31,817		TOTAL MAIN ROADS	118,235	123,404	5,169+

DEPARTMENT OF ROADS AND TRANSPORT
ROADS DIVISION
CONSOLIDATED FUND EXPENDITURE
YEAR ENDED 30 JUNE 1990

NOTES FORMING PART OF STATEMENT

A100: OPERATING EXPENSES
SALARIES AND RELATED PAYMENTS- $626,000 (EXCESS)

EXPLANATION

The additional funding was required for the following reasons:-

.To meet the cost of the 1989-90 National Wage Increase- $220,000

.To correct the original estimate of the division of salaries of the former Department of Main Roads between the Departments of Roads and Transport and Construction- $325,000

.To meet the salary payments to former Industrial Award employees who are now employed as salaried officers. (The wages of these employees were formerly met from the Works and Services section of the Consolidated Fund)- $21,000

.During the early period of the formation of the new Roads Division, additional funding was required to meet the cost of allowances paid to officers to enable the core functions of the Division to continue- $60,000

The additional sum of $626,000 was partly offset by the reduction of $325,000 in the Department of Construction's item A100: Operating Expenses. The balance of $301,000 was repaid to the Consolidated Fund by the Department of Roads and Transport by way of item No: Y340.

C751: SALE AND RENTAL OF CROWN LANDS:
TRANSFER TO STATE HIGHWAY TRUST FUND-$60,000(EXCESS)

EXPLANATION

Amounts charged against this item represent payments to the State Highways Trust Fund of moneys received by the Department of Environment and Planning in respect of the sale and rental of properties, originally purchased from the State Highways Trust Fund, for road building purposes. At a subsequent date, some of the properties may become surplus to requirements.
.A decision is made to use an alternative alignment for a proposed road or
.The construction of realignment of a road is not carried out.

Receipts for 1989-90 included the sum of $133,500 for sale of surplus property originally purchased for the Launceston Southern Outlet project. The proceeds of this sale caused receipts to exceed the original budget.

The increase of $49,910.80 is self-funding. The additional amounts received by the Department of Environment and Planning will be transferred to the State Highways Trust Fund via medium of this item.

WORKERS' COMPENSATION: CLAIMS AND COSTS $485,000 REDUCTION (1988-89)

Funding for this item was formerly received by the Roads Division. However, the introduction of the Tasmanian State Service Workers' Compensation Scheme on 1 July 1989 made the former item redundant, and hence, no funding was received for the financial year ended 30 June 1990.

H100 - OTHER WORKS AND PURPOSES $4,500,000 (EXCESS)

During the 1989-90 financial year an additional sum of $4,500,000 was received by Roads from the Consolidated Fund by way of a Governor-in-Council Authority. This sum represented an adjustment to previous years' Fuel Franchise receipts, which related to the period when the former Department of Main Roads was the recipient of 50% of such receipts. The funds were applied by Roads to reduce the overdrawn balance of the State Highways Trust Fund.

DEPARTMENT OF ROADS AND TRANSPORT
ROADS DIVISION
CONSOLIDATED FUND RECEIPTS
YEAR ENDED 30 JUNE 1990

1988-89 ACTUAL $'000			1989-90 ESTIMATE $'000	1989-90 ACTUAL $'000	VARIATION $'000
		RECURRENT			
		COMMONWEALTH			
		-NIL RETURN—			
		STATE			
12,613	Y340:	ROADS AND TRANSPORT	12,990	13,184	194+
12,613		TOTAL CURRENT RECEIPTS	12,990	13,184	194+
		CAPITAL			
		COMMONWEALTH			
		-NIL RETURN—			
		STATE			
		-NIL RETURN—			
		-TOTAL CAPITAL RECEIPTS—			
12,613		TOTAL RECEIPTS	12,990	13,184	194+

DEPARTMENT OF ROADS AND TRANSPORT
ROADS DIVISION
CONSOLIDATED FUND EXPENDITURE
YEAR ENDED 30 JUNE 1990

NOTES FORMING PART OF STATEMENT

Y340: ROADS AND TRANSPORT $194,000 (EXCESS)

This item was introduced to provide a mechanism to allow the former Department of Main Roads to re-imburse the Consolidated Fund for expenditure from item A100: Operating Expenses from moneys formerly hypothecated to the State Highways Trust Fund.

The increased payment of $194,000 to the Consolidated Fund during the 1989-90 financial year was required to meet the State Highways Trust Fund's share of the additional sum expended from item A100: Operating Expenses during the year.

STATE HIGHWAYS TRUST FUND

The State Highways Trust Fund Account is established under Section 4 of the Roads and Jetties Act 1935. The fund is credited with the following:-

(a)any moneys provided by Parliament for the purposes of the fund;
(b)contribution by Municipal Councils for the maintenance of classified roads;
(c)receipts from sale of stores (other than plant);
(d)profits on contracts awarded to the former Department of Main Roads; and
(e)such other moneys (if any) as the Treasurer may direct.

The fund is debited with the following:-

(a)expenses incurred in the construction,reconstruction and maintenance of State Highways and other classified roads:
(b)costs incurred in the maintenance of Council roads which the Minister has agreed to subsidise;
(c)contributions to the Bruny, Flinders and King Island Municipalities of portion of the Motor Tax collected in those Municipalities;
(d)all expenditure incurred under the provisions of the Australian Centennial Roads Development Act 1988 and the Interstate Road Transport Act 1985;
(e)costs of stores and materials (other than plant); and
(f)repair and renewal of bridges on Council roads.

STATE HIGHWAYS TRUST FUND
STATEMENT OF RECEIPTS AND PAYMENTS
YEAR ENDED 30 JUNE 1990

1989 $'000		$'000	1990 $'000
(8,412)	Balance brought forward 1 July		(8,138)
	RECEIPTS		
	Commonwealth:-		
21,373	Australian Centennial Roads Development Act-	-	
15,301	Australian Land Transport Act-	-	
11,140	Australian Bicentennial Road-		
54	Interstate Road Transport Act-	-	
1,459	Gordon River Power Development Compensation	- 1,456	1,456
	State:-		
19,436	Motor Taxation	-	
19,102	Petroleum Products Business Franchise Licences	-	
185	Public Vehicle Fees	-	
23,320	Consolidated Fund - Works and Services	114,700	
17,170	Consolidated Fund Recurrent Expenditure	508	115,208
	Other:-		
1,229	Profit on Contracts	(76)	
753	Woodchip Tolls	827	
338	Property Sales	162	
614	Miscellaneous Receipts and refunds	662	1,575
107,062			110,101

STATE HIGHWAYS TRUST FUND
STATEMENT OF RECEIPTS AND PAYMENTS
FOR YEAR ENDED 30 JUNE 1990

1989 $'000	PAYMENTS	1990 '000$
	Roads and bridgeworks:-	
15,045	National Roads - Construction	16,230
3,068	National Roads - Maintenance	5,517
57,998	Arterial Roads - Construction	50,727
17,070	Arterial Roads - Maintenance	19,193
11,662	Local Roads - Construction	9,539
7,855	Local Roads - Maintenance	11,132
112,698		112,338
	Associated Works:-	
1,365	Water Transport Facilities	957
200	Launceston Flood Protection	200
937	Miscellaneous Consolidated Fund Expenditure	270
115,200		113,765
(8,138)	Balance as at 30 June	(3,664)
107,062		110,101

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENT

1.STATEMENT OF ACCOUNTING METHODS

(a) Basis of Preparation of Accounts: The accounts have been prepared predominately on a receipts and payments basis. This method is maintained to ensure that Departmental records are compatible with State budget appropriations and the funding processes of the Commonwealth Government. Accordingly, the figures included in the accounts do not include amounts owed to or by the Department as at 30 June, 1990.
(b) Change in Funding Soource: The Roads and Jetties Act 1935 was amended during the year with the effect that receipts from the Commonwealth Government and motor taxes and fuel franchises are no longer required to be credited to the State Highways Trust Fund.
(c) Expenditure: The Department charges costs either directly or through a reallocation process to road and bridgeworks with which costs can be related.

2.COMPLIANCE

During the 1989-90 financial year, the Department operated within the requirements of all relevant State and Commonwealth Statutes. The main Acts under which the Department operated were the Audit Act 1918, the Australian Centennial Roads Development Act 1988 and the Roads and Jetties Act 1935.

3.COMMONWEALTH EXPENDITURE

Contained within the Consolidated Fund - Works and Services allocation was an amount of $48,884,763 which was expended under the provision of the Australian Centennial Roads Development Act 1988 and the Interstate Road Transport Act 1985. This expenditure was utilised as follows:

	ACRD ACT $'000	IRT ACT $'000
National Roads - Construction	15,875	-
National Roads - Maintenance	5,425	-
Arterial Roads - Maintenance	-	85
Local Roads - Construction	7,231	-
Local Roads - Maintenance	7,469	-
	49,800	85

The accompanying financial statement has been prepared pursuant to section 5 (3) of the Roads and Jetties Act 1935.

In our opinion, this statement presents a true and fair view of the financial transactions of the State Highways Trust Fund for the financial year ended 30 June 1990.

D. T. YAXLEY
DIRECTOR OF FINANCE
DEPARTMENT OF ROADS AND TRANSPORT

K. W. DREW
SECRETARY
DEPARTMENT OF ROADS & TRANSPORT

SUNDRY DEBTORS RECOUP WORKS SUSPENSE ACCOUNT

The Sundry Debtors Recoup Works Suspense Account is the Debtors Account of the Roads Division. Expenditure incurred in undertaking Departmental Contracts awarded to the former Department of Main Roads, together with work done on behalf of other Departments and Authorities is debited to the account. Contract claims and payments received for work done are credited to the account.

SUNDRY DEBTORS RECOUP WORKS SUSPENSE ACCOUNT
STATEMENT OF RECEIPTS AND PAYMENTS
FOR YEAR ENDED 30 JUNE 1990

1989 $'000		1990 $'000
(383)	Balance brought forward, 1 July	(218)
	RECEIPTS	
41,517	Payments received	10,035
14,134		9,817
	PAYMENTS	
14,352	Expenditure Incurred	10,859
(218)	Balance as at 30 June	(1,042)
14,134		9,817

In our opinion, this statement presents a true and fair view of the financial transactions of the Sundry Debtors Recoup Works Suspense Account for the financial year ended 30 June 1990.

D.T. YAXLET
DIRECTOR OF FINANCE
DEPARTMENT OF ROADS AND TRANSPORT

K W DREW
SECRETARY
DEPARTMENT OF ROADS AND TRANSPORT

DEPARTMENT OF ROADS AND TRANSPORT
ROADS DIVISION
STATEMENT OF EXPENDITURE UNPAID AT 30 JUNE 1990 IN RESPECT OF THE CONSOLIDATED FUND

SUMMARY OF EXPENDITURE CLAIMS RECEIVED PRIOR TO 30 JUNE 1990 THAT WERE UNPAID AT THAT DATE AND THEREFORE EXCLUDED FROM THE CONSOLIDATED FUND RECURRENT EXPENDITURE FOR THE 1989/90 FINANCIAL YEAR.

NIL RETURN

DEPARTMENT OF ROADS AND TRANSPORT
DIVISION: MAIN ROADS
STATEMENT OF COMMITMENTS AT 30 JUNE 1990 IN RESPECT OF THE CONSOLIDATED FUND

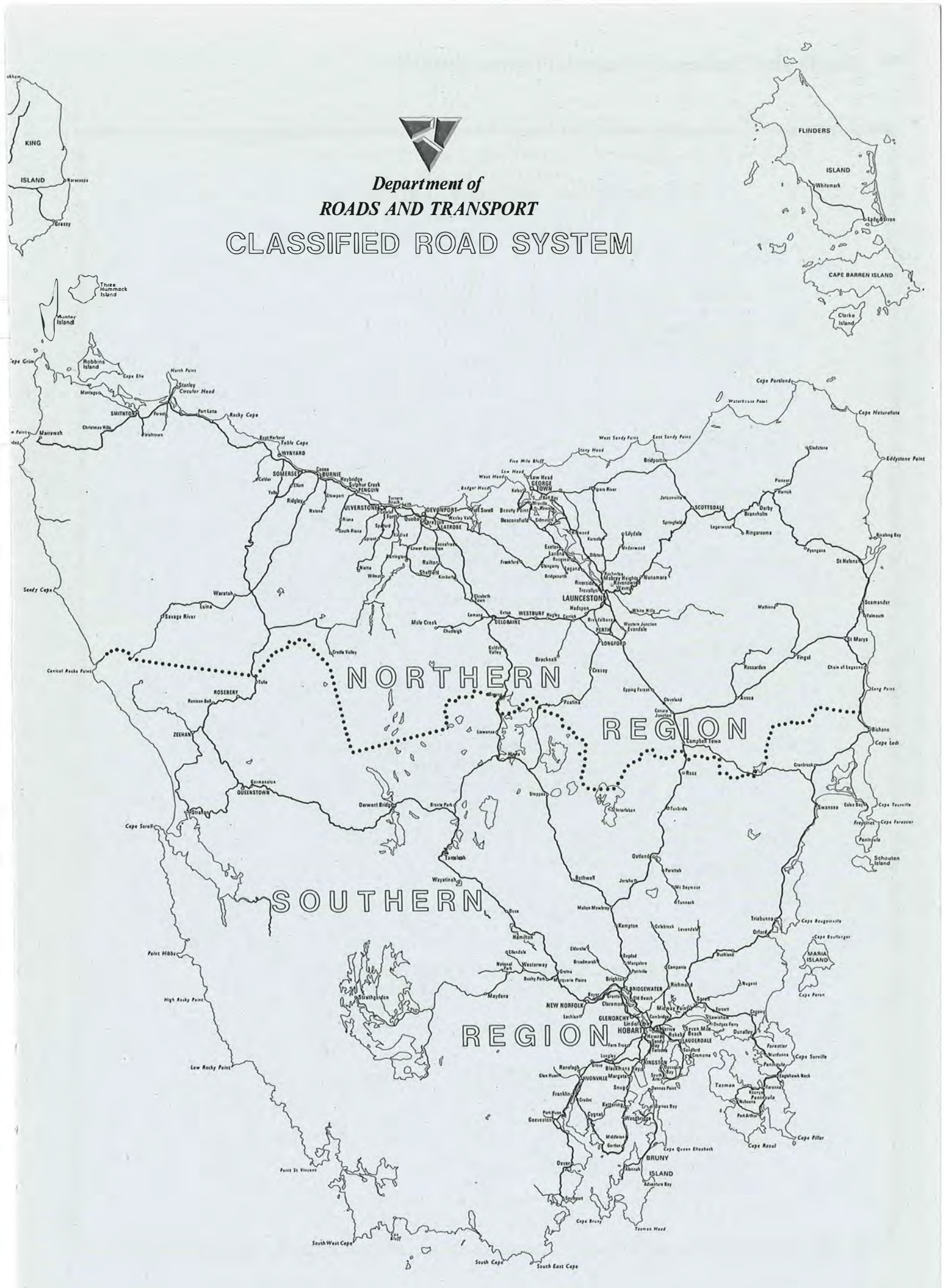
NIL RETURN

DEPARTMENT OF ROADS AND TRANSPORT
DIVISION: MAIN ROADS
ACTIVITIES FUNDED OUTSIDE THE PUBLIC ACCOUNT

NIL RETURN

DEPARTMENT OF ROADS AND TRANSPORT
DIVISION: MAIN ROADS
SUMMARY OF DEBTS DUE AND WRITE OFFS FOR THE YEAR ENDED 30 JUNE 1990

	$'000
BALANCE OF SUNDRY DEBTORS RECOUP WORKS SUSPENSE ACCOUNT AT 30 JUNE 1990	1,042
WRITE OFFS DURING THE FINANCIAL YEAR ENDED 30 JUNE 1990	NIL


Department of
ROADS AND TRANSPORT
CLASSIFIED ROAD SYSTEM
KING ISLAND
FLINDERS ISLAND
CAPE BARREN ISLAND
Three Hummock Island
Robbins Island
Stanley
Circular Head
SMITHTON
WYNYARD
SOMERSET
BURNIE
Heybridge
Sulphur Creek
PENGUIN
ULVERSTONE
DEVONPORT
LATROBE
GEORGE TOWN
Low Head
SCOTTSDALE
LAUNCESTON
Nunamara
St Helens
Scamander
Waratah
Savage River
Mole Creek
DELORAINE
WESTBURY
PERTH
LONGFORD
Cradle Valley
Bracknell
Fingal
St Marys
Chain of Lagoons
NORTHERN
REGION
ROSEBERY
Tullah
ZEEHAN
Renison Bell
Conical Rocks Point
Sandy Cape
Cape Sorell
QUEENSTON
Derwent Bridge
Strahan
Cape Grim
Marrawah
Table Cape
Rocky Cape
Port Latta
Montagu
Christmas Hills
Cape Portland
Cape Naturaliste
Eddystone Point
Bicheno
Cape Ledi
Swansea
Cape Tourville
Freycinet
Cape Forestier
Schouten Island
Triabunna
Orford
Cape Bougainville
Cape Boullanger
MARIA ISLAND
Cape Pillar
Cape Raoul
Tasman
Forestier
Cape Surville
Port Arthur
Eaglehawk Neck
Cape Queen Elizabeth
BRUNY ISLAND
Adventure Bay
Tasman Head
Cape Bruny
SOUTHERN
REGION
HOBART
GLENORCHY
NEW NORFOLK
BRIDGEWATER
KINGSTON
BLACKMANS BAY
MARGATE
HUONVILLE
Franklin
Cygnet
Geeveston
Dover
Port Huon
Port Esperance
Southport
Hamilton
Ouse
Tarraleah
Wayatinah
Bothwell
Kempton
Oatlands
Tunnack
Campania
Richmond
Sorell
Dunalley
LAUDERDALE
Maydena
Strathgordon
Point Hibbs
High Rocky Point
Low Rocky Point
Point St Vincent
South West Cape
South Cape
South East Cape
Cape Sorell